

LAW AND ORDER



This issue
features



The Uniform Traffic
Ticket and Complaint

Chicago Tackles its
Congestion Problem

According to Wombley of Traffic
Point by Photography

Guest Editorial
Lester M. Hudspeth
Governor of North Carolina

INDEPENDENT, PROFESSIONAL MAGAZINE FOR THOSE CONCERNED WITH THE BUSINESS OF LAW ENFORCEMENT

Triumph over Channel Chatter

PRIVATE LINE

YOUR MESSAGES GET THROUGH

THE NEW DIMENSION IN 2-WAY RADIO COMMUNICATION

Truly a new concept in two-way radio communications—the result of years of extensive engineering and "on-the-job" field testing. Now you can "get off the party line". No longer is it necessary to listen to a constant stream of "channel chatter". PRIVATE-LINE radiophone is completely quiet except when receiving a call from another PRIVATE-LINE radiophone in the same operation.

- **reduces missed and misunderstood messages**—operators hear only messages within their own operation.
- **increases overall efficiency**—fewer errors mean more productive utilization of time—fewer repeat messages—more dispatched vehicles per hour... real advantages during peak load periods.
- **increases area coverage**—"coded squelch" circuit automatically maintains optimum receiver sensitivity, assuring maximum communications range at all times.
- **easier to operate**—no additional buttons, lights, adjustments or operational techniques—elimination of squelch adjustments makes it even simpler to operate than conventional two-way radio.
- **reduces operator fatigue**—elimination of "channel chatter" enables operators to concentrate on their jobs—reduces tension, providing a more pleasant atmosphere—increases job satisfaction.

• **selective**—This amazing new circuit opens the speaker only when receiving a properly coded transmission from a PRIVATE-LINE radiophone in the same operation. NUISANCE NOISE, MESSAGES FROM NEARBY SYSTEMS ON THE SAME CHANNEL, AND SKIP INTERFERENCE FROM DISTANT SYSTEMS CANNOT UNLOCK THE SPEAKER.

- **automatic**—does not require manual adjustment—electronically maintains feather edge sensitivity at all times.
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- **precise**—Motorola's exclusive VIBRASENDER and VIBRASPONDER electromechanical resonant tone devices assure precision stability, selectivity, and reliability.

Technical men will be quick to note that PRIVATE-LINE radio does not employ a conventional tone-pulse selective calling system, but, instead, a continuous inaudible tone-coded subcarrier system which opens the speaker only for calls from transmitters in the system. Interfering signals cannot "trip-open" or "lock-in" the speaker, since only the properly tone-coded carrier keeps speaker open.

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2-Way Radio

MOTOROLA Communications & Electronics, Inc.

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Send coupon now for illustrated brochure.

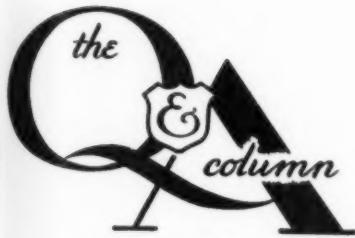
Name _____ Title _____

Organization _____

Address _____

City _____ Zone _____ State _____

For further information circle #59 on Readers Service Card



Compiled by

John I. Schwarz,

Chief of Police, Easton, Penna.

Q. What is the definition of corpus delecti?

A. Corpus delecti is the body of the crime or the offense.

Q. What is meant by proof of corpus delecti?

A. Proof must be made that a crime was committed, and that someone was criminally responsible therefore.

Q. Is a confession sufficient to prove the corpus delecti?

A. A confession is not sufficient in homicide and felony cases; other evidence must be produced as corroboration.

Q. Is circumstantial evidence sufficient to prove a corpus delecti?

A. It may be proved by circumstantial evidence; such evidence must exclude every hypothesis except guilt; and be convincing to a moral certainty, and beyond reasonable doubt.

Q. Does the rule of corpus delecti require that the victim's body, of a homicide, be found?

A. No. Sufficient evidence of the death of the victim is required.

Q. Is the prosecution required to prove the corpus delecti by "overwhelming proof"?

A. No; merely beyond a reasonable doubt.

Q. Where the body of the victim was destroyed, is it necessary to prove, beyond a reasonable doubt, the precise means by which death was produced?

A. No.

Q. Where the body of the victim was destroyed by fire, chemicals, or by sinking in the ocean, so that it cannot be identified by direct evidence, how may the corpus delecti be proved?

A. By circumstantial evidence, or by other evidence proving death by homicide.

Q. Where proof of corpus delecti is difficult because of decomposition or mutilation of the body, may identity be proven by other means?

A. Yes; evidence of scars, moles, congenital marks or those artificially made, as by tattooing, the color hair and beard, the condition, number of and marks on teeth, the measurements, weight and stature of a person are always admissible to identify a dead body.

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The act of giving a ticket for a traffic violation now represents a major part of law enforcement.

Photo by Wide World

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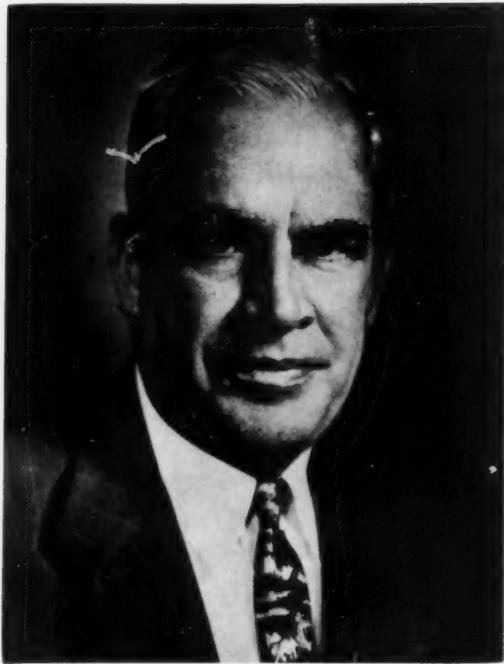
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Governor of North Carolina

THE STANDARDS of the modern law enforcement officer are high. He has made them so. These standards have won personal approval, public respect, and universal acclaim for his profession. A relic of by-gone days is the notion that "a stick, a badge and a gun supply the essentials of law enforcement."

The law enforcement officer of today is a guardian of public welfare—the protector of our property and the lives of the people in our community, in our State and in our Nation. The uniform of an officer is a symbol of service, a service to be rendered in a courteous, efficient manner which will command respect. Abraham Lincoln once said "If most of the people are on your side, you can accomplish anything. If public opinion is against you, you can do nothing at all." Effective law enforcement must have the support of the general public and the best way to obtain that support is by making a favorable impression in the daily contacts with people which every officer has. A good officer knows that the commendation of a friendly public boosts the morale of a deserving organization and an appreciative public is more cooperative. The public expects much from a

GUEST EDITORIAL

Luther H. Hodges

law enforcement officer. It has been said that he needs to possess the sympathetic understanding and tolerance of a clergyman, the legal knowledge of an attorney, and the skill of a physician. In addition, he should assume responsibilities in the civic life of his community, being careful at all times to uphold the dignity of his profession.

The progress of the entire field of law enforcement is grounded in sound public relations, and it is well to remember that it is the individual experiences or contacts with law enforcement officers, when multiplied, that formulate public opinion.

Enforcement is an important and honorable profession with the tradition of honesty, integrity and fair play, coupled with a sincere desire to serve which runs like a golden thread throughout the performance of day-by-day duties. Our enforcement officers have accepted the challenge to serve, and the manner in which they perform their duties makes them a powerful influence in promoting the welfare of community, state and nation.

Luther H. Hodges



A traffic engineer tests the thickness of paint. Note small disc in his hand.



recording the WEARABILITY OF TRAFFIC PAINT by photography

VICTOR ROSS

Department of Traffic, New York City

A NEW TECHNIQUE in photographically recording traffic data has yielded a harvest of information to New York City Department of Traffic engineers testing the wearability of life-saving traffic paints and plastics.

This method of paint testing was devised by the Department to supplement the findings made in its paint testing area by department engineers.

The test is conducted in this manner: Companies desiring to sell their paints to the department are each required to lay three lines of paint at a 90 degree angle to the curb of a street chosen for its heavy traffic, flatness of terrain, and uniformity of paving material.

The engineer on duty tests each paint for its consistency, stirring ability, weight, viscosity and drying time. The photographer then takes a picture of each three-line unit with date and company code number chalked in.

The line testing engineer returns every two weeks to check the lines' wearability, reflectability and degree of bead imperfection. When the lines show a trend toward general deterioration, he returns every week to file his report.



A materials testing area is marked by a member of the Department of Traffic, New York City.

The photographer, in the meantime, returns to the testing area every month and takes the same picture of each three-line unit for a six-month period with the company code number and date chalked in. The resulting photos are then mounted on a chart as soon as they are developed and printed. At the completion of the photographic project, the finished chart gives the engineer not only a comprehensive record of the rate of deterioration of each company's painted line over a six-month period, but also a comparison of the wearing power of the paints of all the companies involved in the test.

The cost of conducting a survey is relatively inexpensive even for smaller communities with limited budgets. For its initial photo survey the New York City Traffic Department paid less than \$21, for all materials, using Ansco black and white 4 x 5 film packs.

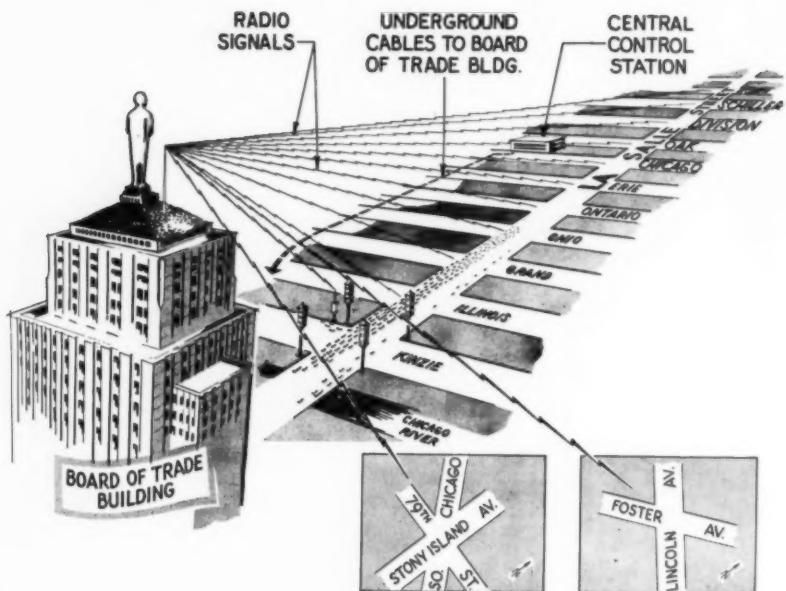
More recent tests using Kodak Kodachrome daylight film have cost the Department about \$50. The additional cost is more than justified since the color slides can be projected on to a screen during conferences with

(Continued on Page 20)

MATERIALS TESTING CHART

PAINT LINES	COMPANY 1	COMPANY 2	COMPANY 3
Dec. 10, 1955	III	III	III
Jan. 8, 1956	III	III	III
Feb. 10, 1956	III	III	III
March 10, 1956	III	III	III
April 9, 1956	III	III	III
May 10, 1956	III	III	III





by
Anthony and
Marietta Marcin

Chicago Tackles Its Congestion Problem

POLICE FIND NEW ELECTRONIC TRAFFIC CONTROL MAKES WORK EASIER, CUTS CONGESTION, REDUCES ACCIDENT POTENTIAL

LIKE MOST BIG CITIES in the past few years, Chicago has been faced with a growing problem—traffic congestion. That's why police are pleased with a new radio-coordinated traffic control signal system recently installed in three parts of the city.

For the system gives Chicago—world's electronic manufacturing center—a chance to strut its stuff. The electronic policeman assists its human counterparts by permitting changes in traffic signal timing several times a day. It makes possible increased coordination between traffic signals, thus decreases accident potential. And, perhaps best of all, it can be expanded to other intersections in the city without much trouble, and will cost only about 20 per cent as much as would expansion of the cable system of traffic signal coordination.

According to a sample census of the "windy city" just completed by the *Chicago Tribune*, since 1950 population of the city's metropolitan area has been increasing about 150,000 each year. This brings present population for the entire Chicago area up to about 6 million. During the same period, vehicle registration by Chicagoans alone has jumped from 786,000 to 912,000.

At Chicago rush hours—5 p.m. to 6:30 or so—this adds up to lots of bumper-to-bumper congestion, beeping horns, and harassed traffic policemen. As one landlocked motorist commented, "What good does it do me to buy a car which gives smoother riding at 30, 40 and 50 miles an hour when I spend most of my time crawling along. The only things I see are the taillights and rear end of the fellow ahead of me."

This motorist's comment isn't as ridiculous as it sounds. For, when three traffic engineers made a trial run over a four-block downtown stretch during a recent Chicago rush hour, they found par for the course was 8 minutes and 10 seconds. This added up to whopping 3.4 miles, or walking speed.

The new radio-coordinated system, first in the world, promises to relieve some of this congestion. Under it, lights can be coordinated over long stretches. Their timing can be changed several times a day by the mere flick of a switch on a control panel located in Chicago's City Hall.

As a result, lights are adjusted to favor traffic where congestion usually occurs at rush hour. For example, over a 1½ mile stretch in North LaSalle Street (14,000



Right: In basement of Chicago's City Hall, Mayor Richard Daley presses the button that puts radio-controlled Traffic light system into operation. With him (L to R.) are Lloyd M. Johnson, Ralph Michel and Leslie Sorenson.

Radio - controlled signals set for 30 MPH has reduced accident potential.

About the Authors:

Our October issue, 1955, contained an article entitled "Police Put Brakes On Reckless Driving" which was written by Anthony and Marietta Marcin. At that time we learned that both authors are graduates of the University of Wisconsin School of Journalism and that at present Anthony is manager of the Information Department of The Chicago Tribune. Marietta was formerly the editor of an employee's magazine. We requested they tell about the new development in Chicago's traffic picture and especially for this issue they wrote "Chicago Tackles Its Congestion Problem."



vehicles use it during rush hours) electronically controlled signals at 11 intersections now have their timing adjusted to favor south (down-town) bound traffic in the morning. In the evening the lights are readjusted to favor traffic going away from the downtown area.

Before the police's electronic helper was installed, it took motorists about five minutes to cover the LaSalle Street stretch. Now they make it in three. This means the average motorist, making two trips a day over this area, now saves 20 minutes driving time each week. Annually, he saves over 17 hours on this one stretch alone. And, since 500,000 cars travel daily over the three radio-controlled areas, this adds up to plenty of congestion relief, and time saved.

One father, delighted with the new system, said, "Two minutes saved on LaSalle Street means two minutes more I can play with my children each evening."

Lieutenant John Madl of Chicago's Traffic Division reports the new system "improves coordination of traffic, and moves traffic through smoothly." Says Madl, although the electronic watchdog system has been operating too short a time for police to determine how much it reduces accidents, "since there is less conflict in the



areas where the radio-coordinated traffic signals are in operation, there is less accident potential."

As a consequence, police and traffic engineers say, a survey at a later time should indicate that the new lights help cut down accidents.

How does the radio-coordinated system work? According to Ralph Michel, Chicago's Associate Traffic Engineer who worked with police while conceiving and planning it, the system includes a Central Control Station located at City Hall, and a transmitter and antenna on the roof of one of Chicago's highest and most centrally located skyscrapers—the Board of Trade building. The control station is linked to the Board of Trade antenna by underground cable.

When the timing of the lights on LaSalle Street (or at the two other outlying intersections where the "policeman's helper" is currently in effect) is to be changed, an operator in City Hall sends out coded radio tone signals. These signals are beamed toward the areas where existing stop-and-go lights have been equipped for radio control.

Radio receivers located in adjacent to each stop-and-go signal pick up these radio waves. Decoders determine whether or not the tone is meant for that particular signal. If it is, the decoder actuates the timing mechanism of the traffic signal as directed by the central control.

Decoders respond only to code messages designed for the intersections at which they are installed. For example, a code directed to traffic signals at the Lincoln and Foster Avenue intersection is ignored by decoders at all other locations.

The lights are adjusted several times during the day to meet traffic demands, and special adjustments are made in bad weather for additional traffic control.

A major advantage of the new system is probably its reasonable cost. For, with radio-controlled traffic signal coordination there is no need for expensive connecting cables between signals. The cost of installing radio receiving equipment at the three locations where the system is now operating, was only \$50,000. This is about 20 per cent as much as it would have cost for a cable-coordinated system.

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Uniform Traffic Ticket and Complaint

by

JAMES P. ECONOMOS

Director

TRAFFIC COURT PROGRAM
AMERICAN BAR ASSOCIATION

AN IMPORTANT ELEMENT in an improved system of traffic courts is predicated on the use of the "Uniform Traffic Ticket and Complaint". The model form has been developed by the American Bar Association's Traffic Court Program.

The Conference of Chief Justices of State Supreme Courts in 1951 unanimously adopted a set of resolutions which urged the elimination of ticket fixing and the adoption of the model traffic ticket of the American Bar Association Traffic Court Program. Later in the same year this resolution and the fifteen others pertaining to traffic courts were approved by the Conference of Governors.

Its significance and value has gained recognition. In New Jersey all enforcement agencies have been required to use it under a rule of the Supreme Court. In the State of Michigan 164 cities and 7 counties are using a similar kind of ticket through voluntary action of the judges serving these municipalities. The Highway Police of the States of Illinois and North Dakota have adopted the ticket. By legislative action the State of New York has adopted a modified version of the ticket. Missouri and Wisconsin are presently working on its adoption. In all, the ticket is now being used by over 1200 jurisdictions in 34 states.

The experience gained in all these jurisdictions justifies the belief that the adoption and use of the model form by every enforcement agency in the state—including the city and the county—would improve traffic law enforcement even if no other improvements were adopted.

Combining the complaint with the traffic ticket presented many problems not immediately appreciated. Among these were the transfer of the responsibility from the police departments to the courts for supplying the quantity needed for traffic law enforcement. It created friction between judges and chiefs of police who long had enjoyed the dubious pleasure of prescribing the police forms to be used. The number and variety of tickets, citations, notices to appear and summons used by police were unlimited. The ingenuity of the designers of these forms resulted in every conceivable type of ticket, size, color, form and number of copies. This non-conformity, however, created a real demand for improvement in the situation.

A study of more than 150 forms of tickets produced a pattern of essential information required by most police departments for statistical pur-

poses. A similar study of complaint affidavits, informations and other documents used in presenting charges of traffic offenses also revealed the



MICHIGAN UNIFORM TRAFFIC TICKET AND COMPLAINT

CASE No. DOCKET No. PAGE No.
STATE OF MICHIGAN ss. No. 07703
COUNTY OF MIDLAND COMPLAINT
CITY OF MIDLAND

IN THE MUNICIPAL COURT OF MIDLAND, MICHIGAN
THE UNDERSIGNED, BEING DULY SWORN, UPON HIS OATH DEPOSES AND SAYS:

ON THE DAY OF, 19, AT M.
NAME _____
(Please Print)
STREET _____
CITY - STATE _____
BIRTH DATE _____ RACE _____ SEX _____ WT. _____ HT. _____
OP. LIC. NO. _____ DID UNLAWFULLY (PARK) (OPERATE)
VEH. LIC. NO. _____ STATE _____ YEAR _____
MAKE _____ BODY TYPE _____ COLOR _____
UPON A PUBLIC HIGHWAY, NAMELY AT (LOCATION) _____

LOCATED IN THE CITY, COUNTY AND STATE AFORESAID AND DID THEN
AND THERE COMMIT THE FOLLOWING OFFENSE:

Six Principal Causes of Accidents	SPEEDING (over limit)	<input type="checkbox"/> 5-10 m.p.h.	<input type="checkbox"/> 11-15 m.p.h.	<input type="checkbox"/> over 15 m.p.h.
	(<u> </u> m.p.h. in <u> </u> m.p.h. zone)			
	Improper LEFT TURN	<input type="checkbox"/> No signal	<input type="checkbox"/> Cut corner	<input type="checkbox"/> From wrong lane
	Improper RIGHT TURN	<input type="checkbox"/> No signal	<input type="checkbox"/> Into wrong lane	<input type="checkbox"/> From wrong lane
	Disobeyed TRAFFIC SIGNAL (When light turned red)	<input type="checkbox"/> Past middle intersection	<input type="checkbox"/> Middle of intersection	<input type="checkbox"/> Not reached intersection
	Disobeyed STOP SIGN	<input type="checkbox"/> Wrong place	<input type="checkbox"/> Walk speed	<input type="checkbox"/> Faster
Improper PASSING AND LANE USAGE	<input type="checkbox"/> At intersection <input type="checkbox"/> Between <input type="checkbox"/> Traffic <input type="checkbox"/> Lane <input type="checkbox"/> Straddling	<input type="checkbox"/> Cut in	<input type="checkbox"/> Wrong side of pavement <input type="checkbox"/> On right	
OTHER VIOLATIONS (describe)	<input type="checkbox"/> On hill <input type="checkbox"/> Wrong lane <input type="checkbox"/> On curve			

IN VIOLATION OF the (statute) (ordinance) in such case made and provided.

PARKING: Meter No. Overtime Prohibited area Double parking

Other parking violation (describe)

Conditions that Increased Seriousness of Violation	SLIPPERY PAVEMENT	<input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Ice <input type="checkbox"/> Night <input type="checkbox"/> Fog <input type="checkbox"/> Snow	CAUSED PERSON TO DODGE	<input type="checkbox"/> Pedestrian <input type="checkbox"/> Driver	IN ACCIDENT
	DARKNESS	<input type="checkbox"/>	JUST MISSED ACCIDENT	<input type="checkbox"/>	<input type="checkbox"/> Ped. <input type="checkbox"/> Vehicle <input type="checkbox"/> Intersection <input type="checkbox"/> Right Angle <input type="checkbox"/> Head on <input type="checkbox"/> Sideswipe <input type="checkbox"/> Rear end <input type="checkbox"/> Ran off Roadway <input type="checkbox"/> Hit Fixed Object
	OTHER TRAFFIC PRESENT	<input type="checkbox"/> Cross Oncoming <input type="checkbox"/> Pedestrian <input type="checkbox"/> Same Direction	<input type="checkbox"/> one foot	<input type="checkbox"/> one foot	
	AREA:	<input type="checkbox"/> Business <input type="checkbox"/> Industrial <input type="checkbox"/> School <input type="checkbox"/> Residential <input type="checkbox"/> Rural HIGHWAY TYPE:	<input type="checkbox"/> 2 lane <input type="checkbox"/> 3 lane <input type="checkbox"/> 4 lane <input type="checkbox"/> 4 lane divided		

THE UNDERSIGNED FURTHER STATES THAT HE HAS JUST AND REASONABLE GROUNDS TO BELIEVE, AND DOES BELIEVE, THAT THE PERSON NAMED ABOVE COMMITTED THE OFFENSE HEREIN SET FORTH, CONTRARY TO LAW.

SWORN TO AND SUBSCRIBED BEFORE ME

THIS DAY OF, 19

{ (Signature and identification of
officer or other complainant.)

(Deputy Court Clerk)

COURT APPEARANCE: DAY OF, 19, AT M.

ADDRESS OF COURT

MUNICIPAL BUILDING

Handsets—Pat'd—Mid. By Weger Business Systems, Inc., 117 W. Shiawassee St., Lansing 1, Mich.

Prepared by American Bar Association Traffic Court Program
405322

plaint,
other
charges
ed the

minimum essentials required by most jurisdictions. Combining the knowledge gained from these studies permitted the evolution of model traffic ticket and complaint illustrated in this article.

The model ticket (see illustration) sets out six violations which statistics show are the principal causes of accidents: speeding, improper left turn, improper right turn, disobeying traffic signal when light turned red, disobeying stop signs and improper passing and lane usage. If there is another principal cause of accidents, this can be put in place of the lesser important cause of accidents. The conditions which increase the danger or hazard involved in the violations are: slippery pavements, darkness, other traffic present, caused person to dodge, just missed an accident and involved in an accident. The form has places for showing whether the violation was committed in a business, industrial, school, residential or rural area. It classified highways by type: two lane, three lane, four lane and four lane divided.

The six violations and the six conditions represent the day in and day out items which have been found to occur in 75% of the cases brought to court. In only 25% of the cases will the officer have to write in a different charge and use the space provided for other violations. The 24 boxes for illegal maneuvers and the 30 boxes for conditions permit the officer to use check marks or crosses instead of extensive handwritten charges.

The violations and conditions are arranged in three columns representing relative degrees of seriousness. Those on the left are least serious. Those on the right are most serious. And those in the middle are "middle serious". This permits a numerical scale of values. The first column is a one unit column; the second column is a two unit column and the third column is a three unit column. The total of the units checked is the numerical score of that case.

This score may then be used for purposes of determining what action should be taken against the violator. A low score on a first offense would call for a minimum fine. A high score would call for a high traffic fine. A medium score would call for a medium fine. This arrangement is much better than guessing at it or leaving it up to the varying judgment of each individual judge. Such a system with boxes in columns is so simple that it permits the public, the law enforcement officials and the court to have a mutual understanding of the "ground rules". Thus consistent action may be taken. All this without depriving any judge of his judicial discretion to make the fine fit the circumstances of each individual violator.

The uniform traffic ticket and complaint has several advantages in that it: (1) permits uniform interpretation

of traffic laws by all officers; (2) permits uniformity of instructions to all officers and administrative personnel within the police department; (3) permits prosecutors to secure more consistent and uniform case preparation; (4) acquaints the violator with the exact nature of the violation charged; and (5) acquaints the public with the kind of unsafe maneuvers which result in accidents.

These benefits are not achieved overnight. All persons who are to use any part of the Uniform Traffic Ticket and Complaint must study it under supervision. With a complete understanding of the uses, to which the ticket can be placed, will come maximum efficiency and effectiveness.

All officers should be taught when and under what circumstances to place a cross or check in the appropriate square. All officers must have the same basic understanding of what constitutes a maneuver contemplated by the "key descriptive" words on the face of the complaint and ticket. A manual for the use of police officers has been prepared and is available.

Once the premise is established that issuance of traffic tickets by police officers initiate the judicial process, control can be exercised by the courts over enforcement agencies which in and of themselves have no immediate responsibility for the administration of justice. Requiring a quarterly report on the issuance and disposition of traffic tickets will eliminate traffic ticket fixing provided the judge will use the power of contempt to discipline anyone tampering with the court process.

The Uniform Traffic Ticket and Complaint has proved its value. It educates the violators while requiring them to appear in court to answer to a traffic violation citation. From this ticket and court appearance they learn about other violations which cause accidents. In short, the model ticket is just another way of bringing home to the individual his personal responsibility for obeying traffic laws.

FOOTNOTE

For further information and assistance, you may write directly to Traffic Court Program, American Bar Association, 1155 East 60th Street, Chicago 37, Illinois.

We believe the Association will be glad to send you a complete sample of the ticket and its four copies. In this article we have reproduced only the front of the ticket. The back sides of the ticket have different information for the specific use of the officer issuing the ticket, or for the court and court clerk, and on the fourth copy, which is printed on card stock and issued to the driver appears special copy explaining the law and the actions that must be taken, by the one receiving the ticket. Each copy is printed on a different colored paper stock for swift identification. The areas printed in red, are shown in red on

(Continued on Page 42)

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a Report on

Chief Fred
Kennedy, Jr.

IMAGINE A TOWN with the population of 10,000—every inhabitant a potential problem for the police department. That is the possibility to which the 18 man force at Rockland State Hospital is keenly alerted. The hospital is a gigantic state institution which covers a five acre area of land about thirty miles north of New York City on the "Jersey side of the Hudson River." It is a city and complete community inside a wire fence. The inmates of the many buildings are narcotic addicts, alcoholics, violent mental cases and almost helpless senile men and women. In addition to the main buildings, cottages house problem children—6 to 12 years old. Other buildings house boys and girls (12 to 18 yrs. of age) who are hardened, veteran criminals, many of whom belonged to teen-age gangs in New York City.

To operate this mammoth institution there are over 2300 people. A small percentage of these employees create additional problems for the police to handle. Most of the help are in the low-pay brackets which means that it is hard to get the highest quality of person to seek employment there.

The hospital, like all institutions of its kind, operates on a budget. The Police and Fire Departments are part of this and are united as a Public Safety Department. Chief Fred Kennedy, Jr., son of a chief (35 years Chief of the Orangeburg Police Dept.) has been in police work for 16 years and now has been chief of the RSH police for four years. His office is in the Public Safety Building which houses the fire engines and also the police department.

The chief is a very unassuming man.



The Police Department of Rockland State Hospital

(Orangeburg, N. Y.)

One would expect someone tough and rugged for a job such as he must handle. But let no one misjudge his mild manner for weakness or softness. Experience has proved he can rise to the occasion when toughness is needed.

In discussing some of the events that happen in his domain, he made mention of the fact that when the "city has a wave of gang wars, their counterparts are waged within the hospital. He has had the delinquent girls go on a rampage, break every piece of furniture in their dormitory then pile it in the middle of the floor and set a match to it. Both the police and the fire department had to work hard to bring that situation under control.

The hospital has a finger print record of every employee. These records are also sent to Albany. If a prospective employee has committed a crime within the State of New York his record would be spotted at once. But much of the help comes up from the south and in from the west. There isn't a check on their past records—if any. This means the possible risk of hiring the wrong people for hospital help is great.

One of the continual problems besetting Chief Kennedy and his men are the "elopements." This terminology is used for a patient who has "run away" from the hospital. Sometimes they get away completely and are swallowed up in the populations of big cities, but more often, through quickly notifying the surrounding communities, the runaway is caught.

The busiest time of the week is Sunday—Visitor's Day at the Hospital. The grounds are flooded with people com-

ing and going. As previously mentioned, a portion of the patients are narcotic addicts. On Sunday they are visited by friends, some of whom are able to smuggle in dope (either to sell or give) and this creates a problem for the hospital attendants and the police.



Ptlm Henry J. Marier (left) and Fireman Roy L. Winne.

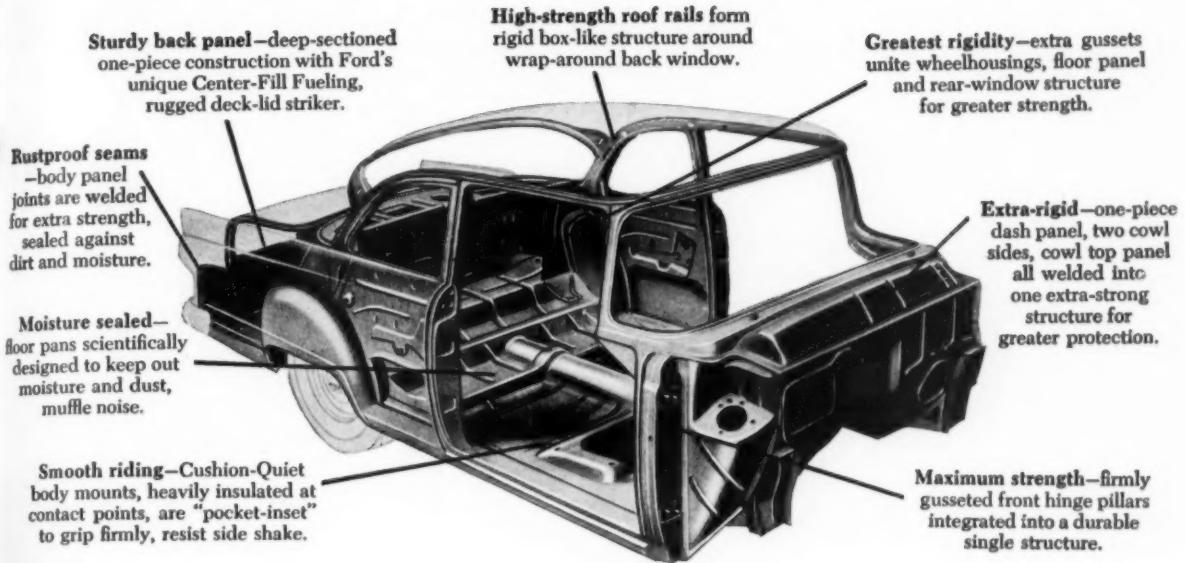
Rockland State Hospital has a large farm on the grounds, and in season raises most of the vegetables needed to feed the inhabitants. They also have a laundry, bakery and a large general store where one may purchase anything.

As in most departments, the RSH police operates on a limited budget. To show how the men feel about their department can best be told by citing the "waste-paper campaign." The department had a great need for a two-way radio to increase the efficiency of its work. A car patrolling the large area could not be contacted in case of an emergency and was "out-of-service" as far as the event was concerned. The men could see how much valuable time was lost. They needed a radio and they were going to get one. The members of the department worked in their off duty hours collecting waste paper from homes and buildings. The paper had to be packed and sorted, then taken by truck to Dobbs Ferry (a town across the river about ten miles away) where it was weighed and paid for by the ton. It took two years for them to collect enough paper for the purchase of the radio.

After receiving the radio-telephone license for the station from FCC, every man then applied for his license—including the Director of the Hospital Dr. A. M. Stanley and Business Officer Mr. H. U. Blaisdell.

Appointments to the department are
(Continued on Page 42)

A part of the RSH Police Dept. (Left to Right) Ptlm. Henry Marier, Ptlm. William J. Herman, Chief Fred Kennedy, Jr., Ptlm. Joseph R. Herbert, Sgt. James H. Merritt.



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Marple Makes Safety Show

By

Elsey J. La Coe, Chief Dispatcher
Marple Township Police, Broomall, Pa.



Chief G. Lester Downes
Marple Township Police

THEY SAY THAT nothing is impossible, but too often it takes a near catastrophe to prove that the impossible should even be attempted. Take the case of Marple Township, Delaware County, Pennsylvania.

Two heavily traveled main State Highways bisect the township, one north-south, the other east-west. On each of these highways is a grade school with a total enrollment of almost 1350 children. With highways like this to cross, it was inevitable that something would happen unless every precaution was taken.

For years Police Chief G. Lester Downs had planned a Safety Program. But with a small department, usually one man to a shift, it was impossible. Fortunately, no accidents happened, and the Chief's pleas for more men, better traffic controls at school intersections, and planned programs to educate the children fell upon deaf ears.

The township, which covers an area of 10½ square miles, is only six miles distant from the Philadelphia city limits. Since about 1952, it has experienced a tremendous building boom as the suburban area moves ever outward. This necessitated the second school.

In 1954, with two crossings to guard, and now 8 men on the force, it meant that for three hours during the weekday shifts there was no officer available for duty elsewhere, so, again there was no time to educate the children about safety.

Besides, there was the training of new men, a newly installed switchboard and land base radio station had to be manned around the clock, new records had to be set up, more adequate policing made of new homes, buildings, and businesses in this rapidly mushrooming suburban Philadelphia community. Time for a Safety Education Program was nil.

November 17, 1955, brought the change. On that morning a child was hit at the new school located on the three lane "speedway" north-south highway. A mother who had just left her own children and those of a neighbor at the school, pushed her luck by entering the intersection on an amber light. The guard was not quick enough, and before anyone knew what had happened the child darted out into the street.

As unfortunate as this accident was, it served to awaken the community from its apathy. Citizens began asking, "Why?" Why hadn't the Chief's recommendations been followed for proper traffic signals with handy manual controls for use during school hours? Why hadn't the State Highway Department lowered the speed limit near the school?

Months before this school had been opened Chief Downs and his department had recommended these steps. However, although the Township Manager and Board of Supervisors backed the Chief and added their requests, the State Highway Department would not permit more adequate signals nor post the area for a lower speed.

Immediately after this accident, Chief Downs swung into action. Plans were quickly formulated, and within days, off-duty officers were visiting every classroom in each school outlining briefly the basic safety rules. Within the next few weeks Downs spoke to various groups about his plans. Civic associations, parent-teacher groups, and other interested parties promised their cooperation with the department's recommendations.

Several weeks later an assembly was held at the new grade school in co-

operation with the Keystone Automobile Club, which furnished a trained speaker, slides and films. Following the Christmas recess the same program was held for the students of the other grade school.

Next, the Chief announced that the department was sponsoring a Safety Essay and Slogan contest, with prizes to be awarded for pupils in each school writing the best essays and slogans.

In March, two more assemblies were held for the children. This time a more mature film was used in conjunction with the work of the School Safety Patrol groups, thus projecting the students into familiar situations.

The second assembly branched out into other aspects of safety; it dealt with the dangers of blasting caps. With numerous quarries and the current construction of a new four-lane super highway in the township, blasting caps are an ever present hazard. Police have received many calls where children had come into possession of these potentially lethal objects.

Once the Chief started the ball rolling, ideas began snowballing and the schools, civic groups, churches, and other organizations came up with ideas of their own. The department has and

(Continued on Page 14)



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June, 1956

13

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Marple Township (*From Page 12*) continues to maintain complete news coverage of each new step, and pictures are frequently used.

A complete bicycle program is now in the offering, with plans and literature being formulated. Backing is being sought, volunteer workers recruited, and the kids are all for it. In fact, many a good idea has come from them.

When the Safety Essay and Slogan contest entries are judged in late April, the Chief is certain that he and his men will have enough ideas to continue the program for years, and more important, the ideas will be from the children for whom the program was instituted.

All work of the program, lectures, preparing materials for use, etc., is done on department member's free time. Actually, Chief Downs feels that Marple Township is fortunate to have founded such an intensive program at this stage of its development.

"When you realize that less than five years ago we were a rural area with a population of 5000, and now we have tripled our population and grown into a thriving urban area," he cited, "you can understand some of the problems we are beginning to face."

"It's a good thing we have begun our Safety Education Program now, so that it can grow as we grow. Otherwise," Downs said, "we'd be so far behind that it would be hard to ever catch up with the great needs. We hope to progress with our growing community and develop our safety program to meet that progress."

The twelve man department is agreed on one thing with their community; that, so long as there are children attending the schools in Marple Township, no efforts will be spared in teaching, training, and living safety, always in all ways.

About the Author

Miss La Coe is the Chief Dispatcher for the Township of Marple Police Department in Broomall, Pa.



In her letter to us she says "I am a former school teacher who started teaching at the age of 20 after completing West Chester State Teachers College in 2 years and 8 months."

She joined the Marple Police Department in March 1954. Her duties are other than just dispatching for she does typing, filing and stenography work. She keeps arrest records, prepares case histories, and takes statements for court use. In addition to all her duties, she finds time to do a little writing. Everyone in the department calls her "Mickey."

The LAW and ORDER Awards

THE VERY FIRST editorial which appeared in LAW AND ORDER contained a statement which expressed our purpose in publishing—"... to help the law enforcement officer do the best job possible." We do this by including in our editorial content each month helpful articles on subjects that assist him in his daily work. In addition, LAW AND ORDER is a means of disseminating information. We keep officers informed of the methods their fellow officers have used to meet and solve problems which are similar to their own. To encourage this interchange of ideas, the sharing of experiences, LAW AND ORDER awards each year four separate bronze plaques. So many have written us asking for the "rules" governing the activity that we are re-publishing the following information about the awards.

The Youth Award

The latest crime reports make us sadly aware that much of the increase is found in Juvenile Delinquency. Police Departments throughout the nation are concerned about these future citizens and to meet the problem many have organized activities which are designed to divert youngsters from the path of delinquency. It is these programs that LAW AND ORDER wants you to share with your fellow officers.

Write a thousand word article about the "youth" program of your town. Include such facts as the size of your community, the amount of men in your department and if you have any photographs of your activities, send them along. If the article is published you will receive \$25 at the time of publication and the article may be eligible for the Youth Award at the end of the year. If the article is written by a person OTHER than a chief, it must have the chief's written approval. The author will receive the \$25 but the name on the Award will be that of the chief of department head.

Traffic Award

Traffic problems are a major concern to every police department and many a community has its individual solution. If you have solved a problem that might be of value to a fellow officer, write about it. Traffic articles should be about 500 to 1000 words and a "before" and "after" picture should be included. When published the author will receive \$25 and the article may be eligible for the annual Traffic Trophy. The name inscribed on the plaque will be that of the chief or department head.

Police Science Award

(For a Law enforcement officer)

The use of scientific equipment by police has greatly advanced the efficiency of all law enforcement. Whether it be an instrument to detect

the speeder, to specify the alcoholic content in a driver's blood stream or to identify a substance through a spectograph, police science has contributed much to modern law enforcement methods. This award will be given for the best article on the solution of a crime by the utilization of the scientific instruments and methods. This may be the case history of a specific crime that was solved by the "crime lab" and good detection work or may be a story of how a piece of apparatus was or is used to enforce the law. Your article should be about 1000 words and have pictures if possible. Again \$25.00 will

be paid to the author. The Annual Award Plaque for the best published story will be inscribed with the name of the law enforcement officer concerned with the case and the solution.

Police Science Award (For a Manufacturer)

Recognizing the fact that the manufacturer is always a good source of information about scientific instruments, LAW AND ORDER is offering an award to the manufacturer whose article is most educational and informative to law enforcement officers. The article should be from 500 to 700 words and have one picture of the product. The individual's name and

(Continued on Page 38)

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Here at the LAW AND ORDER Test Laboratory in Jackson, New Hampshire we have had under test the Muni-Quip Traffic Timer. Manufactured by the Muni-Quip Corporation of 1451 West Decatur, Illinois, it is the first piece of equipment of this type that we have tested.

Locale of Test

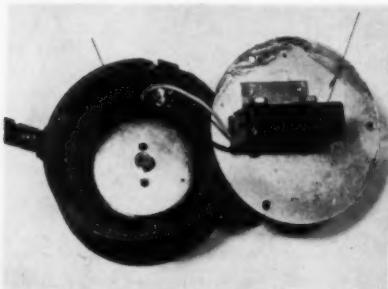
Jackson, New Hampshire is located in the Eastern Slopes Region of the White Mountains. Located close by are several government and government sponsored test laboratories that use famous Mt. Washington (6,288 feet) and the surrounding area for test purposes. Because of the great variance in climatic conditions the area is considered ideal for testing equipment and clothing. Roads vary from all weather highways to dirt and gravel and temperatures go from well below zero in winter to the upper nineties in the summer.

The Equipment

The Muni-Quip Traffic Timer consists of the following pieces of equipment packed in two cases; photograph number 1 shows these carrying cases which weigh 31 and 46½ pounds. The smaller case contains the 6 volt power supply and pneumatic recorder tube weights. The larger case contains the recorder and control mechanism, power supply cable, two pneumatic recorder tubes with switch housing boxes attached and connecting cables.

It was found during our tests here that the smaller carrying case for the power supply and pneumatic recorder tube weights was not satisfactory and

The pneumatic tube switch housings with the cover removed. The round metal plate is supported by a bellows. The button of the pressure sensitive switch (on right) rests upon the stub of the metal plate. An increase in air pressure within the bellows trips the switch.



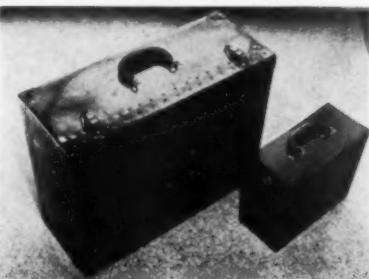
Speed Trips A Switch

by
David O. Moreton
Technical Editor
(Graflex Photos by the Author)



did not stand up too well under daily use. The company has since instituted a better case of a more satisfactory material which, we are told, stands up very well.

As shown in photograph the packing arrangement is not overly convenient taking considerably more time to repack than necessary. We found the best method was to rewind the pneumatic recorder tubes like a rope lariat



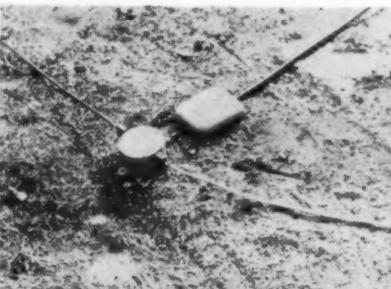
The Traveling cases for the Muni-Quip Traffic Timer weighs a total of 77½ lbs.

and place them on each side of the case. This problem is now being corrected we are advised by the manufacturer. A two wheeled cart has been devised and is being tested before it goes into production. The cart has reels for pneumatic recorder tubes and connecting cables. Provision has been made in the design of the cart for its break down into component parts so it and the equipment can be carried or stowed in almost any car.

Setting Up The Equipment

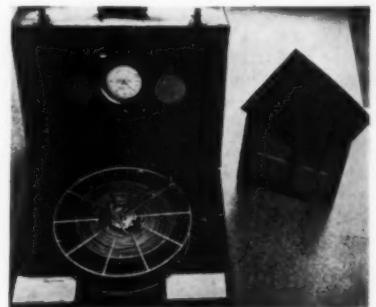
With the Traffic Timer it is possible to set up a speed check at almost any point along a road or street. Picture number 3 shows the LAW AND ORDER test location on Route 16 south of Pinkham Notch at the junction of Route 16a. Here the road curves and also branches to the right. Posted speeds are 50 MPH on Route 16 and 25 MPH on 16a through an old covered bridge. By setting up the equipment

One of the two pressure sensitive switch housing boxes used with the Muni-Quip Traffic Timer.



this curve we were able to actually check speeds on the approach to Route 16a and on Route 16. Chief of Police Maurice Kelly of Jackson assisted us in our tests and in setting the equipment.

The two pneumatic tubes which are 60 feet long with their attached switch boxes were stretched across the road and connected with a black rubber two wire distance cable 88 feet in length. The black rubber two wire cable has a male three prong plug connection at each end. The four tube weights are placed on each side of the road one on each end of each pneumatic tube. Shown in picture number 4 is one of the pressure sensitive switch boxes. The two-wire black rubber distance cable running to the other switch goes off to the left, while the three-wire gray rubber control cable leads to the recorder and control mechanism in the opposite direction. The third connection which projects from the lower side of the switch housing is the sixty foot rubber pneumatic tube. One of the four



The Traveling cases opened revealing the packing arrangement of the equipment.

weights prevents the tube from shifting position on the road or whipping as cars go over it.

Once the pneumatic tubes are placed across the road and connected to one another by the distance cable, the two

The LAW AND ORDER test car on location to test the Muni-Quip Traffic Timer. The snow stood as high as the car during the winter tests of the timer.



Law and Order

hundred and fifty foot three-wire gray control cable is run down the side of the road to the patrol car or in this case the LAW AND ORDER test car. Here the gray control cable is connected to the recorder and control box. This connection is made with a Three prong male plug into the top end of the recorder and control box. The power supply socket is adjacent to the control wire socket on the end of the recorder and control box. The power supply cable has a cigarette type of plug-in connector on one end which plugs into the power supply box and the other end has a regular three prong male plug which plugs into the recorder and control box.

Pictured is the equipment set up on the tail gate of the LAW AND ORDER test car. The connections just mentioned above are quite clear here. We found this arrangement most convenient as it enables several people to observe the operation at one time. In actual two man operation, the recorder and control mechanism would be removed from its central position in the carrying case as illustrated and placed along with the power supply on the front seat and floor of the patrol car. The gray control cable runs into the right window permitting the operator and his partner to be comfortably warm during winter operation.

Available as an accessory is a complete set of pneumatic recorder tubes, weights, pressure sensitive switches and connecting cables which permit the timing of traffic in both directions with a special switching arrangement. It might be noted that the latest models of the Traffic Timer feature two prong male plugs of a different shape on the ends of the distance cable and on the power supply cable thus eliminating the possibility of incorrectly connecting any part of the circuit.

Operation

It is recommended that two man operation be used. The operator of the Traffic Timer would occupy the right front seat, the power supply on the floor and the recorder and control mechanism on the seat at his left, or in his lap. The second man does the stopping of violators, issues the summonses or warnings. In an emergency both men are available.

It is possible also to give chase, if the need arises. The operator just pulls the control cable plug out of the side of the recorder and control box and flips it out of the window. In tests we were able to get under way and take off after a car within two seconds after the driver was back in position and often faster, providing the car engine was running.

On the face of the recorder and control box are the following switches reading from left to right: a toggle type switch marked far lane and near lane; a spring loaded toggle switch marked start and stop which always returns to off position; another spring loaded toggle type switch marked light

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and reset which functions in the same manner as the previous one.

In operation the operator selects the direction or lane that he wishes to check; positioning the switch, he then waits for a car to approach. As the suspect nears the operator holds the middle switch on start and after the car passes over the first pneumatic tube and the recorder starts flips the switch over to stop. As soon as the car has traveled 88 feet or 1/60 of a mile it hits the second pneumatic tube which stops the recorder. The dial face is calibrated in miles per hour based upon elapsed time from start (first pneumatic tube tripped) to finish (second tube) over one sixtieth of a mile. After a reading has been taken on a car the throwing of the last toggle switch to the reset position directs the indicator hand to zero. The timer is ready for operation again. The reset switch also activates a light for night time operation.

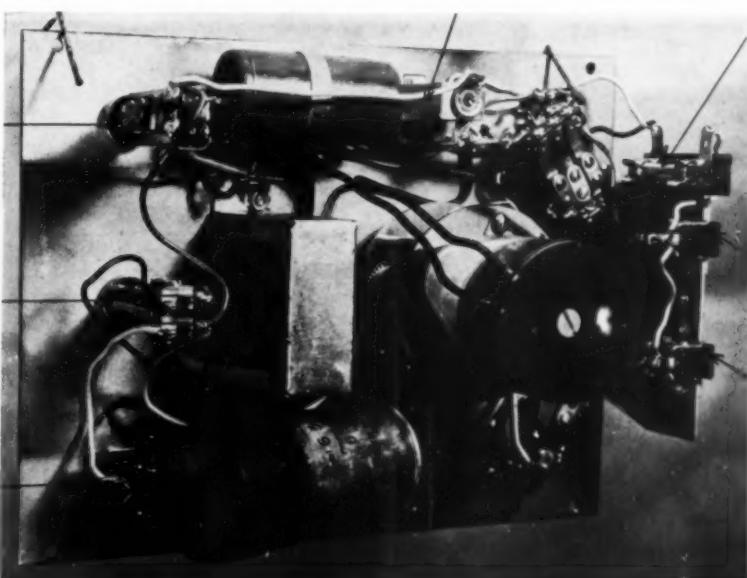
A newer feature now being incor-

porated into current production is an automatic reset feature which will bring the indicator hand back to zero if the start switch is thrown and the mechanism has not been reset. An optional feature is an automatic stop which halts the clock once the start switch is thrown and indicator hand in motion.

A Look At The Inside

The Muni-Quip Corp. has used standard parts in manufacturing their equipment, easily obtainable for replacement. It was also noted that non-corrosive rosin solder was used throughout on all soldered connections. Starting from the left on photograph arrows point to the control wire socket and the power supply socket. The third arrow indicates the 312-2AG 2 AMP 250 volt Littelfuse which prevents short circuiting of the entire system and burning out of parts. The fourth arrow points to the small lamp hous-

(Continued on Page 42)



The Underside of the recorder and control panel showing the switches, sockets and relays. The round unit with the screw in the middle to the left of center is the synchronous motor of the timing mechanism. To the right of the motor is the transformer and above it is a 6 volt vibrator.

"According to Law..."

Edited by Irving B. Zeichner
Counsellor-at-Law

Forfeiture of Guns

William Sawran and Franklin Spangenberg were apprehended by Fish and Game Warden Marco S. Busnardo. At the time of their apprehension, the plaintiffs were seated in an automobile which was parked in a field. Lying on the back seat of the car were two rifles—one a Winchester model 70-270 cal. equipped with a Bausch and Lomb scope, belonging to Spangenberg; the other a Remington model 760-30-06 cal. equipped with a Weaver K-4 scope, belonging to Sawran. The weapons were not loaded, but there was also found in the car a box containing eight 30-06 caliber silver-tipped cartridges, which was ammunition for the rifle owned by Sawran.

The warden took the two rifles and requested the plaintiffs to follow him to police headquarters. After questioning, they were taken before the municipal magistrate, where civil complaints were prepared charging each of them with hunting deer out of season, Sawran with the possession of an illegal missile and Spangenberg with the illegal possession of wild deer.

Both plaintiffs pleaded guilty to the complaints and were both penalized \$200.00 and costs. The rifles were turned over to the sheriff and, upon his refusal to return the weapons, the plaintiffs brought suit against both the warden and the sheriff.

The section of the statute under which the defendants attempt to justify their confiscation is not a part of the fish and game laws, but part of the criminal laws as follows:

"No property right exists in firearms unlawfully possessed, carried or used, and all such firearms are declared to be nuisances and forfeited to the state. When such forfeited firearms are taken from any person, they shall be surrendered to the sheriff of the county in which taken, or to the head of the police department in municipalities, or to the office of the county prosecutor. If any such firearms are found to be the property of an innocent owner, they shall be returned to him if and when no longer needed for evidential purposes."

The New Jersey Supreme Court held that this statute was intended to apply only to criminally unlawful acts, and not to acts which are less than criminal or which carry only pecuniary penalties. The hunters were not prosecuted for or convicted of any crime and the guns employed in the violation were not subject to forfeiture.

It said that crimes are distinguishable from other public offenses by the fact that indictment by a grand jury is a constitutional prerequisite to punishment therefor, as is trial by jury, unless waived by the defendant. Disorderly conduct is quasi-criminal in nature, but not strictly criminal, and punishable summarily without indictment or trial by jury by fines or imprisonment, or both, and such offenses find their origin in statutes or ordinances adopted pursuant to statute. Suits for penalties are neither criminal nor quasi-criminal in nature, but civil, and, unlike fines in criminal cases and in proceedings against disorderly persons, may involve sanctions which insure to the benefit of private individuals.



Outside Employment

Plaintiffs, comprising all of the members of the Belmar Police Department, brought an action for the purpose of questioning the validity of a borough ordinance. The ordinance provided "that the members of the police department shall devote their entire working time to police service or other municipal service as directed by the Board of Commissioners, and shall engage in no other business, profession or occupation, either part time or full time unless granted permission to do so by the Board of Commissioners."

Prior thereto, the Board of Commissioners had passed an ordinance fixing an 8-hour day and a 40-hour week for uniformed members of the police department, with the proviso that they might be summoned and kept on duty during any period of emergency. This ordinance was to be effective only upon submission to and approval by the voters. It was duly sanctioned by the electorate.

Plaintiffs argued that the subsequent ordinance interferes with the vested rights and impairs the contractual obligations of present members of the police department. They further maintained that it attempts to circumvent the ordinance approved by the referendum. They also contended that it has no norm or standard to guide the commissioners in permitting outside employment.

The Superior Court of New Jersey held that on its face, the exception to the prohibition of the ordinance against outside employment would permit the Board of Commissioners to allow one or more members of the police force to engage in other outside activities on grounds not specified in the ordinance but deemed sufficient by the governing body, while withholding exemptions from other policemen. This would give rise to the possibility of discrimination between members of the same police force.

The court reversed the judgment of the lower court which had upheld the ordinance.

"Were it not for the exception clause just described, the ordinance would be beyond the reach of plaintiffs' attack on any of the other grounds urged upon us. The amending ordinance does not, as plaintiffs argue in their final ground of appeal, interfere with any vested right or contractual obligation

(Continued on Page 20)

GUARDIAN

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Thumb snaps open holster as you draw revolver and fingers automatically fall into grip position! This belt-swivel type holster fits Sam Browne belt and is ideal for carrying a revolver at ALL times. Made of finest top grain 9/10 oz. black shoulder cowhide. Another expertly crafted holster from the BUCHEIMER "Holster House of America."

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The ideal car for highway patrol and emergency police duty must combine speed, stamina and stability. These requirements are perfectly met by the new '56 Dodge "230" Pursuit Car.

In support of this broad claim, we offer as a "material witness" the regular stock closed car that shattered 306 official AAA records in a speed and endurance test on Utah's famous Bonneville Salt Flats.

Clocked at 114.05 mph. in a "flying-start" mile, the same Dodge hit 79.55 mph. in a "standing-start" mile and averaged 92.86 mph. for 31,224 miles. That's *faster and farther* than any car of its type and class has ever been driven non-stop, establishing an all-time AAA performance record.

This '56 Dodge "Pursuit" police car, with its Super-Powered Super Red Ram 230 hp. V-8 engine* for pick-up and maximum speed . . . its long, low 120-inch wheelbase for greater stability . . . its endurance proven by the test described above, deserves your earnest consideration when selecting one or more vehicles for highway patrol or emergency duty.

Your nearby Dodge dealer will be glad to tell you about four police car models now available: 2-door and 4-door sedans, 2-door and 4-door station wagons with optional cots that lock to body side panel. Drop in and see him today.

*Red Ram V-8 and Get-Away "Six" engines also available.



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In addition to a long list of safety features that help to reduce driving hazards, the following items of standard equipment mean greater ruggedness and dependability in operation:

- Heavy Duty Chassis Springs
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New '56 DODGE "230" Pursuit Car



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For further information circle #18 on Readers Service Card

20

"According To Law" (Page 18) they claim to have as members of the Belmar Police Department.

"From early times our courts have declared that a police officer holds an office, and that a contractual relation does not exist between a municipality and its police officers. Hence plaintiffs have no vested rights or contractual obligations that might be impaired."

It said that police work at times makes strenuous demands upon an officer's reserve of physical and mental strength and it is therefore important that every officer keep his efficiency unimpaired by the competing demands of other employment. However, in the interest of fairness and good discipline, the rule must bear equally upon all members of the force.

Federal Agent In State Court

Defendant was indicted for the unlawful acquisition of marijuana in violation of federal law. The indictment was based on evidence obtained by a search warrant issued by a United States Commissioner. The evidence seized proved to be contraband.

Counsel for the defendant moved to suppress the evidence on the ground that the search warrant was improperly issued in that it was insufficient on the face, no probable cause existed, and the affidavit was based on unsworn statements. The United States District Court granted the motion to suppress and, on the government's later motion, dismissed the indictment.

A federal narcotics agent then swore to a complaint before a New Mexico judge and caused a warrant for defendant's arrest to issue charging him with being in possession of marijuana in violation of the state law. The defendant thereupon moved in the United States District Court to enjoin the agent from testifying in the state case with respect to the narcotics ob-

tained in the questioned search and which was suppressed in the federal prosecution.

The United States Supreme Court (in a 5 to 4 decision) held that the federal agent was subject to injunction. It stated that the power of the federal courts extends to enforcing the federal rules governing searches and seizures.

"No injunction is sought against a state official. The only remedy asked is against a federal agent who, we are told, plans to use his illegal search and seizure as the basis of testimony in the state court. To enjoin the federal agent from testifying is merely to enforce the federal rules against those owing obedience to them.

"The obligation of the federal agent is to obey the rules. They are drawn for innocent and guilty alike. They prescribe standards for law enforcement. They are designed to protect the privacy of the citizen, unless the strict standards set for search and seizures are satisfied. The policy is defeated if the federal agent can flout them and use the fruits of his unlawful act either in federal or state proceedings."

Traffic Paint . . . (From Page 5)

paint manufacturers. The cost of the pictorial survey becomes even more insignificant when it is realized that more than eight million linear feet of paint were placed on New York City's streets during 1955.

The engineer, can, by consulting his personal periodic analysis and the photograph chart, prepare a detailed study as to which paint companies have the most desirable product. In this respect it should be remembered that the photo chart is used basically as a supplement to the written report. It is used to verify pictorially the findings of the traffic engineer.

**When "Locked Bumpers" back-up
traffic for a mile, call for**

The Halligan Tool*

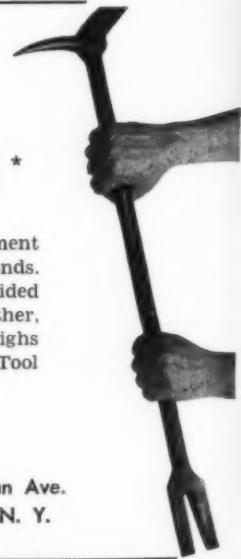
This "most useful piece of emergency equipment in your patrol car" can separate them in seconds. With crow-bar teeth at one end and a three sided combination hook, axe and sledge at the other, this tool has a thousand and one uses. It weighs only 8 lbs. and is 30" long. The Halligan Tool does the job of six tools.

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M. A. Halligan,

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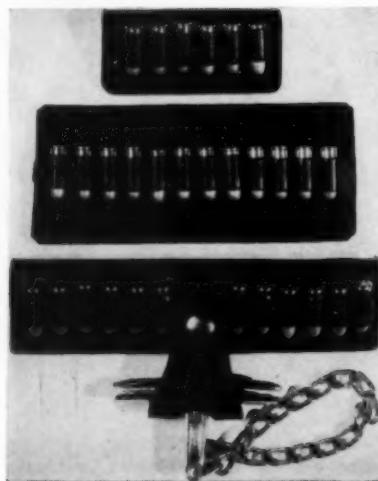


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These Sam Browne Belts are made of the best 7 to 8 oz. Bridle Cowhide Leather. These belts can be furnished in black, white or tan leather. When ordering be sure to include waist measurement. Price: \$10 per set for any style revolver. Sam Browne Belt alone—\$6.00



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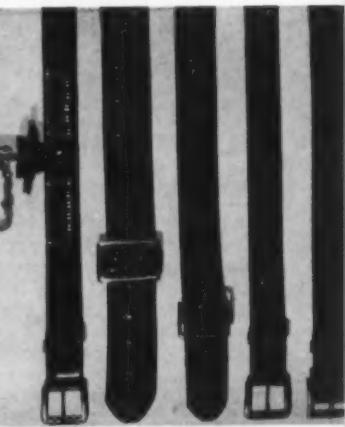


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Weapon-Wise

A Technical Report on Weapons for Law Enforcement



MARKSMANSHIP PART IV

I would like to take time here to point out that to become a good shot either with pistol or rifle requires much practice and strict adherence to the basic fundamentals of marksmanship. It is necessary to "form the habit" of doing the same thing in the same way, with deliberate exactness and doing it right. A lax attitude toward the fundamentals and practice cannot produce proficient marksmen. In addition to the formation of the habit it is equally important that the shooter concentrate on the business of shooting and nothing else while on the firing line. Next, the shooter must learn to keep relaxed on the firing line as well as before and after. These are fundamentals absolutely necessary and vital to good shooting. Form correct habits, follow the correct procedure time after time, do not vary or change procedure. The correct habit is formed only with continued practice and then more practice. Eventually, the proper procedure becomes second nature, or a natural way of shooting.

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For the novice shooter, each step or action in firing a handgun, or any gun, requires a separate thought. However through continuous repetition and the formation of the proper habit, which comes with practice, the shooter soon develops a smoothness of muscular action which is unattainable in any other way.

To say that you should keep relaxed, might at first appear impossible on a range, particularly indoors. There is always considerable noise in gallery shooting. Regardless, it is deemed vital to be relaxed in both mind and body if your shots are to go into the black. If you are tense, the shooter in the next booth will cause you to flinch every time he gets off a shot. For you to let off a shot when you are tense would almost certainly mean a poor showing, or complete miss. The next time you go to a match look over the firing line and judge for yourself which shooter is the expert and then check the scores as they are posted. Note that he is standing in his position on the firing line completely relaxed; he is not straining. He stands comfortably with his head naturally erect. His gun is held correctly, and his arm straight, not locked, pushed forward or strained.

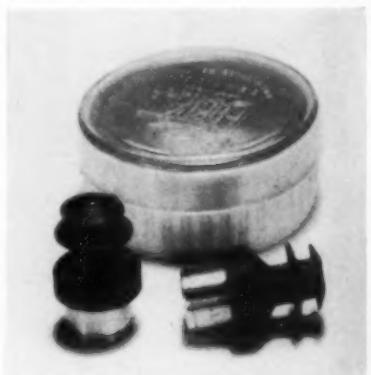
It is important that once on the firing line that you concentrate on nothing but your shooting. It is not possible, at least I have found it so, to be absolutely oblivious to your surroundings and the other shooters on the line, but do not let your attention wander too much. It is most important not to think of your previous shots, whether good or bad. Concentrate on the remaining course of fire. You cannot correct or reshoot the match. If you pulled a shot off into the white, it is done and all that remains is to shoot tens to make up for it. If you do get flustered and really start to sweat, it is time to put down your gun if the course of fire permits. Relax and then pick up your gun and direct your attention to the remaining rounds to be fired. Not to regain control can mean a lower than average score and even the difference between success and failure in a team match, to say nothing of your own rating.

As an aid to help you relax and concentrate it is a good idea to use ear plugs. Cotton works well and most public ranges have a box handy, but it should be in every shooter's box. Of late soft plastic ear plugs have come into use and are quite popular. The best thing I have run into in this line other than cotton are the Sigma Engineering Company's Lee Sonic Ear-Valv. Sigma is located at 1491 North

by
David O. Moreton,
Technical Editor



Vine Street, Los Angeles 28, California. As the name implies the Lee Sonic Ear-Valv is not an ear plug but a valve—a sonic control. This automatic control is designed to keep harmful sounds from reaching the ear drum in their original state. With these plugs in position the valve has an opening which allows air to circulate. It was most surprising when I first tried the Sonic Ear-Valv in that I could hear the normal voice level as well as without them. The design's purpose is to protect the ear drums from the harmful effect of loud, blast-type noises or static while allowing sounds to be heard at voice level. Properly inserted into the ear canal these plugs are very comfortable, so much so in fact that one is apt to forget they are in place. I have found them to be most helpful and do not hesitate to recommend them for the serious shooter or for training instructors.



The Lee Sonic Ear-Valv manufactured by the Sigma Engineering Co. is a great aid in shooting. It is designed to allow normal conversation and eliminate sharp blast type noises.

We have now reached the point where we take gun in hand. Despite the simplicity of the above statement it is not as easily translated into action, but like anything else can be learned. The only grip that is to be used in shooting, whether at a target plinking or in line of duty, is a good grip that meets the following requirements:

- (a) The sights are properly aligned without shifting the gun in the hand.
- (b) Permits proper control over the effects of recoil.
- (c) Permits the cocking of the hammer without twisting

turning or otherwise unnecessarily shifting the muzzle of the gun. To attain this good grip one must adjust the hand to conform with these rules.

It is most interesting to note that almost to a man a new shooter will grip a handgun incorrectly. It is not to be grasped like a baseball bat. Take the gun in your left hand and stand on the firing line with your left side towards the targets and backstop. The reason for facing the left side down range is that it points the gun down range which is the safe direction.

Observing the safety rules, the shooter checks to be sure the gun is unloaded. It should be empty of cartridges until ready to fire and the range officer's command is given. "With five rounds, load." (More about range control and commands a little later.) Once assured that the gun is unloaded, cock it. Hold the gun in your left hand, with your thumb between the hammer and frame. With the thumb in place between the hammer and frame there is no possibility of an accidental discharge. The reason for cocking is to get the trigger back into firing position, so that the correct grip can be taken. Holding the gun in the left hand as directed and still facing down range with left side of the body, center the back-strap, that metal portion of the frame between the stocks, in the palm of the right hand (assuming you are right handed). Wrap the lower three fingers around the stocks as far as they will go. The thumb is placed high up on the side of the frame of the gun and as far forward as possible. Do not get the thumb forward far enough to interfere with the rotation of the cylinder (revolvers) or operation of the slide (automatics). In this position the fatty base of the thumb and heel of the hand become part of the grip.

modate the hand of the individual and facilitate the cocking of the hammer. After the grip is secured, the next step is to place the ball of the thumb on the hammer spur like you intend to cock the gun and shoot it single action. If the thumb cannot reach the hammer, the thumb and palm of the hand are moved up on the grip until the center of the hammer spur and the ball of the thumb meet. If the grip is too high on the gun it becomes apparent upon completing the cocking motion as the hammer cannot be fully cocked without cramping the thumb.



The correct grip permits the cocking of the hammer without cramping the thumb.

The proper method or technique must be used in manipulating the hammer in order to maintain the correct grip. In shooting a single action course of fire the hammer must be cocked for each round. It is therefore understandable that if the grip is not correct a great deal of unnecessary turning and twisting of the gun will occur each time the gun is cocked. That is why I stress the importance of the proper grip so that the thumb can cock the hammer with a minimum of movement.

There are several schools of thought as to the employment of one all around good grip as opposed to shifting the hand for timed and rapid-fire. I personally believe that one grip can be adopted that will satisfy all courses of fire. A comfortable hold that allows the thumb to cock the hammer without cramping in slow-fire, I think is the answer. Such a grip is usually high enough to bring the axis of the bore fairly close into line with the extended arm. The closer they are to being in alignment the better the control over recoil.

When the gun recoils, and you have the proper grip, the gun muzzle will move straight up. With an improper grip the recoil will throw the gun up and to the right or left. You will notice that with a good grip the back-strap of the gun frame is supported over its full length by the palm and fatty portion of the thumb during recoil.

The next question becomes, once



Fitting the gun into the right hand with the left. Note that the left thumb between hammer and frame prevents accidental release of the hammer.

In fitting the gun into your hand it will be necessary to rotate the entire hand slightly to the right around the stocks. This is essentially the correct grip, but it must be modified to accom-

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held in the proper manner how tightly or lightly do you hold the gun and where do you apply pressure. I am a proponent of a hard or firm grip. A good many international champions are users of hard grips as are the majority of tournament shooters. It is not possible to exert pressure in 360 degrees equally around the grip of a gun, therefore pressure is concentrated on the front and the back of the grip. The hand becomes a vise, with the fingers the moving part of the jaw and the palm the stationary portion. Hard pressure at these points will minimize recoil and afford better control. The fingers pull the gun into the palm and fatty portion of the thumb. The thumb proper exerts no real pressure on the gun but rests on the side of the frame with enough pressure to keep it there. Under no circumstances should it be held hard against the frame. The pressure of the fingers should be constant and not increased or decreased with each shot. The amount of pressure that should be exerted is determined by (a) Physical capability of the shooter, (b) Amount of practice and experience he has had in grasping the gun. It is advisable to grip the gun as hard as possible without creating quiver or shake due to muscular tension.

Now turn your body and place your feet so that your right side is toward the target and backstop. The exact position of the feet and direction that



The Proper Grip. Note the position of the thumb along the side of the frame. The palm and fatty part of the thumb support the backstrap.

the body faces is governed mainly by your size and build; we are all a bit different and what is satisfactory for me might not be for you. Generally speaking the feet are placed in a comfortable sort of half stride. The heels at from 12 to 20 inches apart. The important point is that your weight be evenly distributed on both feet. Stand erect, do not lock your knees or lean forward or backward. Stand relaxed, you may face the targets either fully or more to the side. Use whichever position you find is best in permitting you to point naturally at the target. The proper stance prevents forward and backward sway. The left hand can go into the hip or side pocket or the

thumb can be hooked into the left pocket, or the arm may merely rest at your side. The choice is yours. In all four cases the left shoulder is a little lower than the right.

The illustrations accompanying this article are LAW AND ORDER staff photos taken with a Graflex Pacemaker. The next installment will cover trigger squeeze, breathing, the sight picture or hold and calling your shots.

Gun News

At the recent NRA convention I had a nice talk with Mr. A. B. Harris, 515 Broadway, Gary, Indiana, national representative for the Birchwood Gun and Metal Finishes. Mr. Harris told me about their products and he promised to have samples of each sent to me at the LAW AND ORDER Test Laboratory. The samples soon arrived and I have spent considerable time testing them and actually working with them. All have proven to be extremely satisfactory. The Stock Finish, Genuine Oil is truly wonderful giving a beautiful finish to walnut stocks.

The newer products Aluminum Black Touch-up and the Type A-113 Immersion Type are the answer to the problem of worn and shiny spots on the light weight duty revolvers with aluminum and aluminum alloy frames. A dab and in a minute it looks new or

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Birchwood Chemical Company's products left to right: Stock finish, Genuine Oil, New Aluminum Black Touchup for use on scratches and mars, Brass Black Cold Chemical for copper or brass. Magic Bluer.

better. The Brass Black works well imparting a hard even blue-black tone to copper or brass. Birchwood Magic Bluer is well known to me as I have used it before and do not hesitate to recommend it or any Birchwood product. Only one suggestion—follow the directions on the bottles and there will be no complaint. Carefully clean the surface with carbon tetrochloride. I found that if the metal was slightly warm I got better results. For more information circle number 187 on your reader's service card.

I received two new products from Bob Brownell of Montezuma, Iowa during the NRA convention. Bob's Opho-

Blue for Arms is really good. I have used it to touch up a worn .22 rifle and the results were surprising. His Aloxo Black for Aluminum is another top product that will make owners of lightweight, alloy, under cover guns happy in that with it they can keep their guns looking the way they did when they came from the factory. The more applications of Aloxo-Black that are applied the more dense the color. For

more information circle number 186 on reader's service card.

Next month—A report on the High Standard Manufacturing Corporation's Sentinel Revolver with an isometric exploded view, photographs, and accuracy results.



Bob Brownell's latest products—Opho—Blue for arms and Aloxo Black for aluminum for retouching mars and scratches.

Looking Ahead

Each December issue of LAW AND ORDER contains a directory of Police Equipment Dealers. We invite dealers to send us information about their activities.

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by Bruce Holmgren



Where The Officer Stands

In the absence of a specific instruction as to where he should stand the officer must use his judgment in taking up a spot from which to control traffic. If he stands squarely in the middle of the intersection, on an island, on the sidewalk—or where, depends on local conditions at a particular time and place. The important thing is that the officer goes where he can best do the job.

In this connection, the officer must think of his own safety as well as of the ability of all drivers and pedestrians to see him. He must be alert to traffic, especially at night. Fortunately, there is much progress being made in uniforms and equipment. Men regularly assigned to traffic are making increasing use of reflective clothing, such as cap bands, belts and the like. Also, departmental budgets seem to allow for more equipment—such as illuminated batons to replace the typical flashlight.

Move With Traffic. Regardless of the time of day or night, an officer must learn that he does not stand in an exact, fixed spot. Rather, he must move around slightly, to conform to variances in traffic. This is especially true in the more narrow city streets which do not have center lines marked off. An officer quickly gets used to having vehicles move very close to him without actually scuffing his shoes, but he must develop a feel of flexibility—and move slightly with the traffic.

An officer who does this will soon learn how to direct traffic safely—without getting in the way himself! It doesn't take very much practice but the whole job comes easier if a man remembers that he can't do the job standing always within an imaginary square just big enough for his feet. We had our shoes "buzzed" a couple times while learning this little technique—but it didn't take long.

Clear Signals Necessary

Unfortunately, it is hard to describe with words the signals that we could illustrate effectively—with a motion picture film. However, most officers have at least a general idea of how to signal while directing traffic. Basic to all signals is that they must be clear, and must be understood by the drivers or pedestrians to whom they are directed.

Actually, there are very few signals. For example, you have the upward or raised hand with the palm outward, indicating stop. You may make this with one or two hands, depending on whether you are stopping one or two lanes, i. e., just one or both flows of traffic on a street. Then, there is the sweeping movement to indicate a direction to move or go.

Different Signals Used. There are different ways of directing traffic to start moving or keep moving. Those of you who served in the military police during World War II undoubtedly recall that many instructors emphasized more of a pointing action than a sweeping

action. This was illustrated in the army training film on the subject. Then, various state and local departmental training materials emphasize a sweeping action.

Perhaps the most important thing, as we shall emphasize in our next chapter, is to keep the arms high enough above the body so the signals can be seen a reasonable distance away. Many experienced traffic officers make all arm movements above shoulder level. And as we suggested earlier in this chapter, an officer should be sure to make his signals with ease and deliberation, rather than with choppy or jerky movements.

Turning Movements

A knotty problem for the policeman on traffic duty is that of turning movements and their control. It takes a lot of judgment "on the spot" at times in deciding whether or not to prohibit turns. The difficulty is that an intersection which is normally uncontrolled, or at least is regulated by signs or mechanical signals and requires the services of a traffic officer at certain times, is one that has a peak load. In other words, if there were no peak loads there would be no need of an officer.

Therefore, the implication is that the man on duty may have to modify the usual rules, or at least the local practice, in regard to turns. Actually, the flow of traffic helps decide this for him. His first decision is whether or not turns (such as left turns) may be handled without retarding the usual flow of traffic.

Is There A Conflict? If he can merge or blend the turns (i.e., the action of the turning vehicles) into the traffic, he does so. It is important for him to judge this carefully, so that he can control the oncoming traffic while the turns take place. In other words, if there are breaks in the traffic flow, he can let the turning vehicles make their turns—without setting up a special phase just for turns.

Much depends on the street or road width. Usually, there must be a lane, or the equivalent, in which vehicles waiting to turn may stand while the non-turning traffic goes straight through. Incidentally, the same problem may arise with regard to those waiting to make right turns and who are held back because of pedestrian traffic. In all these situations, the officer has to use his judgment.

Letting Traffic Move

Heart of the problem in regard to turns is whether or not traffic movement is impaired. In other words, does it cause congestion to provide for turns? Is this so when there is a special phase just for making left turns? Is there congestion whether the turns are merged into the flow without a special phase or are handled in a separate phase?

These questions may suggest a need of prohibiting all turns, at least at certain times, at a given intersection. Whether or not an officer's instructions cover the point,

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he should remember that his job is to keep traffic flowing. If he has to prevent or prohibit all turns, he should do so. Of course, this cannot be done arbitrarily. Usually, there should be an opportunity to make such a turn within a reasonable distance, say a block or two of the intersection where turns are prohibited.

Disposing Of Turns. Naturally, the police officer takes a reasonable attitude and does not prevent motorists from making desired turns simply because he thinks it is a good idea. First, there should be a reasonable basis, such as congestion arising if turns are allowed. Second, there should be another chance to turn, so the motorist thus prevented from turning is not taken too far out of his way.

A good point to remember in connection with a phase used just for turns is that it should permit the making of a number of turns at once. For example, when normal traffic is stopped, something like this might work out: While north and south traffic is stopped, those wishing to make left turns from both directions may do so at the same time. At this same interval it may be possible to work in other non-conflicting turning movements.

Anticipating Congestion

All this talk about problems of making turns simply emphasizes the job of the traffic officer, or the patrolman who for a given moment is doing traffic duty—such as during the rush hour. A good officer remembers that his real job is to keep traffic moving, so he is very alert to anticipate causes of congestion. He prevents jams before they occur, because he is alert to their *causes*.

One of the marks of an effective traffic officer is that he looks beyond the area of his assignment, such as the corner on which he is posted. He watches what is happening on the adjoining posts and particularly, he watches what is happening mid-block, between his corner and that of the next officer—or traffic light. Also, he watches the entrances or approaches to his own intersection.

Spotting Congestion. There may be double parking, there may be vehicles blocking alleys or driveways, forcing traffic to detour around them. Or, there may be some special incident or accident. Probably in most cities, the major source of difficulty is the vehicle that is not actually double parking, but is standing, waiting for some other vehicle to vacate a parking space. Or, such drivers add to the congestion by repeatedly circling the block slowly—in hopes of finding a place.

Since practically every police officer is also a driver and a parker, he can appreciate the viewpoint of the motorist scanning the block for a parking spot. But at the same time, he must be alert to these vehicles and motion or whistle them on. A parallel consideration is that of watching the traffic that has cleared his assigned intersection. It may be piling up beyond his post (for similar reasons) so as to block his corner.

In this connection, an efficient policeman is careful to prevent a line of stopped vehicles from blocking the cross traffic movement. In other words, if traffic is piling up after leaving his intersection, he is alert to the problem—and stops the succeeding vehicles short of the corner—so the cross street traffic is not impaired.

Handling Emergency Vehicles

The usual practice of the policeman seeing or hearing
(Continued on Next Page)



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On The Beat (From Page 27)

the approach of fire apparatus, an ambulance or other emergency vehicle is to stop all traffic in all directions. He thus holds the corner intact until he sees which way the emergency vehicle is coming or makes sure that it is not going to enter or cross his intersection. In this connection, he is alert to vehicles that may be in the way of the emergency vehicles. He clears a path for them.

It is very important to allow adequate turning space for large vehicles such as the ladder trucks of the fire department. Also, the officer must be alert to a succession of emergency vehicles; sometimes they are extremely close together. A good officer learns to anticipate the number and kind of emergency vehicles that are likely to pass his intersection.

Watch Both Directions. It is a matter of common knowledge that many accidents involving emergency vehicles are due to the fact that such drivers approaching from different directions fail to heed each others' sirens and lights. In an effort to offset this condition some fire departments have tried to assign routes, so that all vehicles approach from the same direction. Obviously, this has limitations, because of the infinite variety of emergency situations, too numerous for specific routes.

Nevertheless, the alert officer does not hesitate to stop or slow down all of the approaching emergency vehicles, and then to use his judgment regarding who goes first. In this connection, he must watch for signals from the emergency vehicles themselves. He knows that

the driver of a fire engine is too busy to signal and usually, the officer sitting alongside of him will give the signals or gestures indicating what the vehicle is going to do.

Watch For Succession. It is important to remember that the first vehicle or two clearing the intersection may be just the first alarm response. In other words, the officer is alert to approaching emergency vehicles that may show up quite a few minutes after the initial complement comes through. It is important to avoid letting the corner get congested in the process of clearing up or restoring the flow of traffic after the first vehicles pass. There may be more on the way.

Also, when emergency vehicles are involved, the officer must be especially alert to pedestrians. They have an almost universal ability to get out into the street in pursuit of the common desire of mankind to get as close as possible to what is going on. An intersection busy enough to require the attendance of an officer usually has a volume of pedestrian traffic. In this connection, one should be careful of pedestrians when directing the ordinary traffic out of the way of the emergency vehicles—as well as careful to keep the pedestrians, especially the young, from getting in the path of the relatively fast moving emergency vehicles.

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Law and Order

June,



The Law Enforcement Digest

Gerald S. Arenberg
Editor

"The President's Notebook"

DO WE NEED A CODE OF ETHICS?

The NATIONAL POLICE OFFICERS ASSOCIATION of AMERICA has been asked to determine and establish a Code of Ethics for the Law Enforcement Profession. Before we endeavor to go into this matter with a full scale Committee on Ethics we want to try to answer the question, "Do we need a Code of Ethics?"

We have talked this matter over with a number of qualified law enforcement officers, pro and con. Chief George E. Otlewis, Chicago Park District Police and Vice-President of the International Association of Chiefs of Police said, "What we need is better trained and informed police officers who have ethics and fully understand their duties. A Code does not necessarily establish good police practices." We need only look at his fine police department to see an example of one of the most outstanding law enforcement units in the United States to understand how he has put training and understanding into effect.

Yet, many persons have mentioned that there is no profession today that is recognized as such without a Code of Ethics that its members use as a yardstick. We are of the opinion that this is true. We believe that our profession should adopt a nation-wide code which is, in simple words, a statement of what we feel every law enforcement officer should try to live by, as a standard of his conduct. We are sure that the standards already exist as can be seen and read daily in our newspapers. This Code could be posted in each police station, if adopted, in order that we as individual police officers can ask ourselves, am I living up to the code which so

many officers have given their lives defending?

We would like to have comments from our members and any other police officers prior to taking an official stand on this issue.

FRANK J. SCHIRA
Pres.

Appointments Are Available as State Field Secretaries

The Executive Board has authorized the Secretary to appoint in each State and Territory in the United States, a Field Secretary. Duties of a Field Secretary would be to (1) promote membership within his state, (2) advise the association of legislative activities that require the support of the National Organization (3) recommend individuals for awards for outstanding contributions in law enforcement.

Field Secretaries must be full-time police officers and members of the National Police Officers Association of America. Expenses of the operation are provided for by the National Organization.

Any member or applicant interested is invited to write for further information to the Executive Secretary, National Police Officers Ass'n. of America, 100 W. Chicago Avenue, Chicago, Illinois, Room 227.

We Have Moved to a New Location and Bigger Office

Effective on May 1st we have taken a suite of offices at 100 West Chicago Avenue, Chicago, Illinois. With the increase in membership and requirements to administer a full scale program, we have obtained offices in the Clark-Chicago Building. Our new phone number is MICHIGAN 2-7717. Do visit us when you come to Chicago!

THE STATUS OF NARCOTIC ADDICTION IN THE UNITED STATES—PART II

By Lois Higgins, Director,
Crime Prevention Bureau, Chicago, Ill.
Member Advisory Committee NPOAA

THE COMMON NARCOTIC DRUGS. OPIUM, "mud" or "pin yen" is a powerful narcotic which is used to procure sleep and to bring relief from

pain. It is obtained from the juice of the immature seed capsule of the wild poppy. This juice flows out in the form
(Continued on Page 30)



Part I of
this report
appeared
in May

Dr. Lois L.
Higgins

An Explanation to Readers

A rapidly growing young organization, the National Police Officers Association recently asked LAW AND ORDER if it could provide the vehicle for its monthly messages to its members. As this material would often be of broad interest to all our readers, and as all members of NPOA would also be interested in LAW AND ORDER, it seemed sensible to carry the

NPOA pages in LAW AND ORDER. The Association pays for this service, and all members of the Association receive this publication. However, there is no official connection between LAW AND ORDER and any association. The friendly cooperation being exchanged does not affect the independence of NPOA or LAW AND ORDER. William C. Copp, Pub.

National Police Officers Association of America

of a milky liquid which soon hardens and turns black. It is then scraped off and dried thoroughly. Next it goes through a kneading process and is molded into cakes or balls for the market. According to the Encyclopedia Britannica, the yield of opium is smaller in temperate than in tropical regions, and the industry can be profitably carried on only where labor and land are sufficiently cheap and abundant. The fact that labor must be cheap to realize a profit, coupled with the fact that women and children are used to a great extent to cultivate the crops, only adds to the menace of the drug. The active constituent of opium is morphine. During the past ten years or so, according to law enforcement authorities, Chicago has not been troubled with opium smoking, and very few opium raids have been made.

MORPHINE is one of the most important derivatives of opium. It is a fine, white, odorless powder with packs like snow and has a bitter taste. There is no drug yet discovered that can equal morphine in pain-relieving power. It is often put up in small tablets and cubes. Addicts usually inject it hypodermically into their legs, arms, or abdomen because it is more rapidly absorbed this way. It produces a tingling, "pleasurable sensation" which spreads throughout the body bringing peace and comfort. According to authorities, there are few morphine addicts in conflict with the law today.

HEROIN "H," "scat," "boy" is a coarse white powder which has a bitter taste. It is a product of opium and according to pharmacologists, 5 to 7% of the opium gum (made from the seed of the poppy plant) may be converted into heroin. The technical name for heroin is diacetylmorphine. Addicts can "sniff" or "snort" heroin using a straw through the nose, as it can be absorbed through the nose. But some prefer to take it with a needle hypodermically. Heroin is an outlaw drug, a contraband drug, a bootleg drug—which means that it cannot be imported legally into this country. It cannot be manufactured, sold or possessed legally in the United States.

HYPOCRISY OF HEROIN. Although there is no medicinal use for heroin in medicine, and physicians cannot prescribe it, and druggists are prohibited from handling it, the fact remains that

heroin is the most widely used drug among addicts today. Heroin capsules sell for \$1.50 each and have been readily available, according to addicts questioned. The public is aroused, as well it should be, and in view of the increased traffic in heroin, keeps demanding to know where it is coming from and why the Federal Government does not provide greater protection against its illicit importation.

CODEINE is an alkaloid obtained from opium and one of its active medicinal principles, similar to morphine. It is feebler in its effects.

Cocaine is a powerful, white, crystalline alkaloid extracted from cocoa leaves and much used as an anaesthetic and narcotic. Its habitual use is most deleterious both physically and mentally. It is known as "snow," "C," "happy dust," "cutie" or "girl." It has a bitter taste and a cooling effect on the body tissues. Addicts may apply it to the mucous membranes by "snifing or snorting" it, or they make take it hypodermically. Cocaine is a dangerous, insidious drug because it is extremely rapid in its conquest and produces demoralizing effects. At the present time it costs about \$2.50 a capsule for the addict.

A combination of heroin and cocaine is called a "speedball" and since these drugs have mutually exclusive reactions, the addicts claim the combination produces a different and a greater sensation. Marijuana and hashish are practically the same kind of narcotic—both drugs being extracted from the hemp plant. Cannabis indica and Cannabis sativa are the technical names. Addicts smoke marijuana, or chew it. The cigarettes are called "reefers," "goodbutts," "stick," "muggles," "Merry Warner" and many other names. In quantities it is called "tea" "Loco weed." Reefers sell for from 25c to \$1.00 each.

Types of Narcotic Addicts

Broadly, narcotic addicts may be divided into the following classes: Persons, who, on a physician's prescription, habitually take a narcotic to allay severe pain caused by chronic diseases; persons, otherwise normal and law-abiding, who began indulging in narcotics in a spirit of adventure and became slaves to the habit; emotionally unstable individuals who habitually use narcotics with the object

of getting away from the realities of life; persons who habitually use marijuana or hashish as a sex stimulant.

It would seem that almost any personality type, including the normal, may develop the drug habit to escape from conflicts. It is an artificial escape; it brings solace to the user, deadens pain, brings about forgetfulness, and minimizes, at least for awhile, in the user's mind, the difficulties he is facing. It produces a confidence and a sense of peace that the user would not otherwise feel. He is relieved of burdens, his insecurity disappears, and he finds instead what he interprets as pleasurable sensations. As soon as the effects of the drug wear off, he becomes morbid, morose and depressed, concerned only with the next dose—how and where he will get it.

Dangerous "Thrills"

In general, the preliminary introduction of it by a "friend" or "some of the guys," stresses the thought that marijuana is harmless, and that they would be able to take it "for laughs." As the body develops a tolerance for marijuana, they appear to switch naturally to heroin, also through others already using it. This switch is generally when the individual believes he is "different, and smart enough not to be hooked."

The daily dosage seems quickly to mount to between four and six capsules, costing \$1.50-\$7.50 each. In the beginning, the youthful addicts invent elaborate stories to obtain money from parents, friends and relatives. Then comes pilfering of objects within the home. If a high school student, he finds his earnings inadequate to purchase the needed supply of drugs. Generally in the company of another addict, he starts out by robbing news stands, then stripping automobiles, stealing packages from delivery trucks, shoplifting, burglary, purse snatching, and an occasional strong arm robbery. A small percentage become "runners" or "pushers" for the drug peddlers, receiving one capsule for each four they sell. Girls turn to shoplifting and prostitution.

Conclusion

We had to learn how to fight cancer, before we ever made any progress in that field—and yet, we have so much still to learn. It is the same situation in regard to narcotics—if we are to cure our addicts, or halt the spread of this illegal traffic, we must turn and face our enemy in every American community—and fight back intelligently, as a national team. We can't leave the fight to the few who have been carrying the burden—if all of America will join them, work with them, study and plan with them, the menace of drug addiction can be eliminated for all time.

National Police Officers Association
Gerald S. Arenberg, Exec. Secy.
100 W. Chicago Ave.
Chicago, Ill.

Dear Sirs, I am a full-time Police Officer employed by the following department
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**Coming Events of Interest
to Law Enforcement Officers**

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June 11 through 14 Police Conference, Police Organizations of the State of New York, Grossinger's Hotel, Grossingers, N. Y. President John J. Grevett c/o N. Y. S. Conv. Committee, Yonkers, N. Y.

June 17, 18, 19 National Sheriff's Association Convention, Sheraton-Mayflower Hotel, Akron, Ohio. Convention host, Summit County Sheriff Raymond E. Woodward, Information may be obtained from Charles Hahn, NSA Exec. Secy. 712-714 Transportation Bldg., Washington 6, D. C.

June 18, 19, 20 New Jersey State Association of Chief of Police Conference, Monmouth Hotel, Spring Lake, N. J. Chief Herbert C. Irons, Executive Secretary, Franklin Police Dept., Franklin, N. J.

June 21 through 24 Maryland State Revolver and Pistol Championships, sponsored by Sparrows Point Police Dept. Chief Marcus H. Miles, Sparrows Point, Maryland.

June 22, 23 Utah Peace Officers Association 34th Annual Convention, El Escalante Hotel, Cedar City, Utah. For Information contact George S. (Stan) Davis, Police Dept., Cedar City, Utah.

July 22, 23, 24, 25 Pennsylvania Chiefs of Police Association, 43rd Annual Convention, William Penn Hotel, Pittsburgh, Pa. For Information contact Exec. Secretary Samuel Siegle, State Theater Bldg., Harrisburg, Pa.

July 23, 24, 25, 26 New York State Association of Chiefs of Police 56th Annual Conference. Mark Twain Hotel, Elmira, N. Y. Executive Secretary, R. W. Morris, 515 West Onondaga St., Syracuse 1, N. Y.

If your convention isn't listed here—it should be. Send us the information and we will help your publicity committee.

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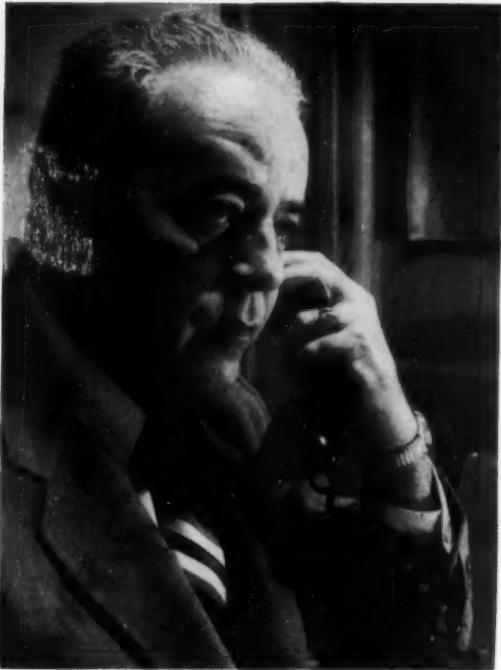
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Chiefly Chatter



Harold F. Kelly
Chief of Police, Syracuse, N. Y.

by
Frank McGuire

THE SCIENTIFIC AIDS provided to police departments for their work have enabled reductions to be made in the size of the department, but have not and will not replace the man on the beat." This axiom used by Chief Harold F. Kelly of Syracuse, New York, has enabled him to effectively combine law enforcement methods to gain the maximum benefit for this city.

When Chief Kelly joined the Syracuse Police Department on Christmas Eve in 1925, the strength of the force was 389 men. The population at the time was about 195,000. The size of the force has since been reduced to 344 officers and men, even though the population has increased to 250,000.

The trend toward a smaller, more efficient force is attributed by Chief Kelly to the progress made in the fields of mobility and communication in recent years. However, these progressive steps have aided the patrolman, not replaced him, and it is with this fact in mind that the chief seeks to increase the size of the force.

Since a major part of any present day law enforcement discussion is ordinarily devoted to juvenile delinquency, it is interesting to know that this problem has been extraordinarily well handled in Syracuse.

According to Chief Kelly, foresight in the 1930's led to the establishment of the Youth Bureau. This bureau

has, since 1937, taken many juvenile offenders in hand at the outset of their criminal careers and, using rehabilitation instead of punishment alone, has made useful citizens of them.

A policy of Chief Kelly, used to eliminate "places of high moral hazard" to minors, involves sending an officer and a policewoman to check the place and make a report. On the basis of this report, recommendations for the removal of the hazard are made. The chief was obviously pleased with the results of this program.

However, in spite of police interest in the problem, Chief Kelly maintains that corrective measures should be taken in the home and that parents should not expect police to treat instances of juvenile delinquency with "kid gloves." Individual officers are instructed to report on all organized groups of minors that come to their attention and an investigation is made into the group's activities.

The force makes it a point to build cases of "contributing to the delinquency of a minor" against parents whose actions (or lack of actions) justify it. "Anyone responsible for wrongdoing must feel the hurt of the wrong before it can be corrected," Chief Kelly stated.

During the summer of 1955, the chief urged his men to attend discussion sessions on the subject of juvenile delinquency which were then being held at Syracuse University. This was another phase in the many-sided attack on the problem which has been getting quite a large share of police attention.

Another well-known police problem, that of traffic control, has been partially alleviated in Syracuse by the New York State Thruway. This main artery carries much of the east-west long distance traffic around the city instead of through it.

The situation regarding internal traffic control in the city is complicated by the presence of many diagonal streets that cause numerous multiple intersections. Most of these diagonal streets date from the city's early days after its founding in 1848.

The moral of the Syracuse force is high, as evidenced by the fact that more than a third of the force attends a police school that is operated on a voluntary attendance basis. A personal advantage enjoyed by Chief Kelly in this respect is that he has personally instructed about 75% of the present members of the force. The chief attended the FBI academy in Washington in 1942 and graduated with the twentieth session.

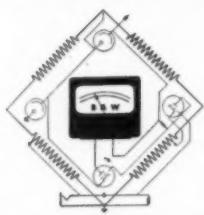
One of the more important cases involving Kelly, (then a detective) occurred in 1937 with the kidnapping of John O'Connell. O'Connell, an Albany resident, was kidnapped by Percy Geary, John Crowley and Francis Oley. They were soon captured and held for trial in Onondaga penitentiary. The trio broke out before trial and fled to Syracuse, where Kelly and another detective captured two of the armed fugitives.

Asked about his long range objectives for the department, Chief Kelly said he would like to see the present

(Continued on Page 45)

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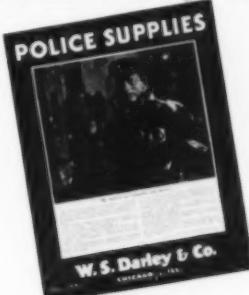
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POLICE EQUIPMENT NEWS



Marking Machine

A new gravity-feed marking machine, with triple the paint capacity of standard hand models, has been developed by the H. C. Sweet Co., 12345 Telegraph Road, Detroit 39, Mich.



Named the Florline-King, it holds five gallons of paint, lacquer or white-wash and incorporates many of the operating advantages of a power machine while maintaining lightness of weight, easy handling and storage. The Florline-King makes lines around and between cars with no mist hazard, no need to clear areas to be painted or to paint in costly off-hour periods.



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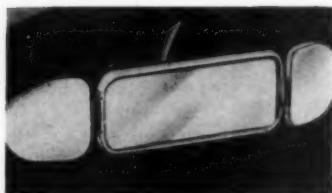
Curved, straight or skip lines can be made with a minimum of operator direction.

The Florline-King is quickly convertible for working in narrow crowded aisles or between trucks and cars. The barrel is 6½" in diameter and when rear support wheels are removed, the full carriage is only 8".

This machine is priced at \$152.00. For further information circle #191 on Readers Service Card.

Mirrors For "Blind Spots"

In spite of the modern type wide-vision windows of an automobile there is the "split-second" blind spot that drivers must guard against. To aid in eliminating this hazard, the U. S. Precision Mfg. Corp., 624 Broadway, New York 12, N. Y. have developed two mirror wings which can be at-



tached to your rear view mirror. This item is called Safe-T-Vision, requires no tools to install and fits every size and shape of rear-view mirror. These wings are designed to give added vision. For further information circle #193 on the Readers Service Card or write directly to manufacturer.

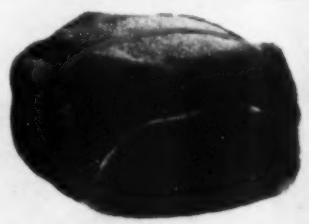
Plastic Spray

Within a short time criminals in court will be confronted not only with incriminating fingerprints, but with the prints preserved on the original object on which they were discovered. Krylon, Inc. of Norristown, Pa., have made this possible by the development of the Krylon Crystal Clean Acrylic Plastic Spray. Company President James W. Bampton says "Police departments now more and more are using Krylon Crystal Clear acrylic plastic in aerosol cans as standard materials in their criminal investigation divisions."

"For one thing," he added, "photos can be retouched and negatives can be marred or changed. Prints preserved on a weapon, or glass or a book and so forth with our quick drying acrylic plastic spray cannot be marred in any way because the prints are sealed in and yet clearly visible. For further information, circle #188 on Readers Service Card.

Fur Caps

In these hot summer months it is a bit unusual to be speaking about an item that will protect you from the bitter cold. But Arctic Fur Cap Corp., 145 West 45th St., New York 36, N. Y. reminds our readers that now is the best time to place their orders. Special summer prices prevail and the order may be placed now for future delivery.

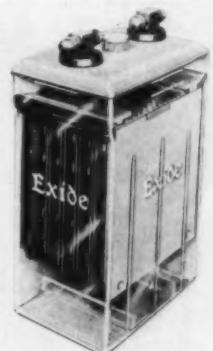


When cold weather comes the firm is rushed with orders and there is sometimes a delay.

This scientifically designed winter headwear is now used as regulation headwear in over 70 cities and by nine state units. These caps feature waterproof mouton fur for ear and neck warmer, same front peak, water repellent fine poplin or black leather crown. Lining Fiber-Temp (Fiberglass), very fine quilted satin, lighter and warmer than wool, beautifully hand finished. For further information circle #50 on Readers Service Card.

Longer Life Battery

A new line of Exide-Manchex batteries which feature longer life and higher instantaneous discharge rates has been introduced by Exide Industrial Div., The Electric Storage Battery Co., Philadelphia, Pa. These batteries are



designed specifically for stationary power applications.

Insulation or spacing between plates of opposite polarity consists of molded one-piece polystyrene dowels and micro-porous rubber separators. The dowels

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June,

POLICE EQUIPMENT NEWS

accomplish perfect alignment between plates and greater access of electrolyte to the Manchex positive plates, resulting in better electrical characteristics.

For further information circle #192 on Readers Service Card or write directly to the manufacturer.

Street Signs

Modern communities recognize the value of clearly legible street name signs that are attractive and durable. The Traffic & Street Sign Company, 84 Foundry Street, Newark 5, N. J. recently completed installation of signs in the town of Harrison, N. Y. The



signs are all aluminum, with "Scotchlite" reflective facings. Teardrop cross section design projects the legend down to the eyelevel of pedestrians and motorists. For further information circle #190 on Readers Service Card.

New Badge Catalogue

A new 32 page catalog illustrating their complete line of badges is now available from Nielsen-Rionda, Inc., 40 John Street, New York, N. Y.

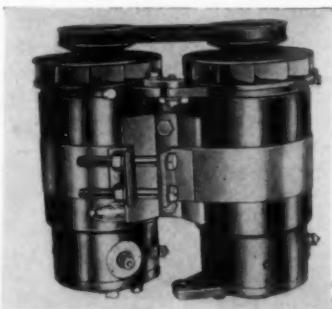
These badges feature a solid flat back which guarantees added durability while in addition their fused safety coat and cap attachments, center emblems and numbers, guarantee ten years of normal wear against separating from the badge body. All lettering is planished for smooth even appearance. Finely engraved dies assure sharper and clearer detail to the face of the badge.

Another feature of these flat back badges is that they permit the use of a special money clip attachment. Nielsen-Rionda badges are made of a new metal recently developed called Sta-Brite. This golden colored metal can be polished like a solid gold badge. For a catalog or further information circle #31 on Readers Service Card.

June, 1956

"Piggy-back Generator"

The Delco-Remy Div. of General Motors Corp., Anderson, Ind. which introduced 12-volt electrical systems in 1953 has come up with the answer to



a problem which has plagued operators of emergency vehicles all over the nation. They have announced a "piggy-back" generator installation kit as a low cost method of obtaining extra electrical power for police cars and other vehicles where charging at low speed is important.

A 6-volt generator can be mounted "piggy back" with a 12 volt original equipment generator to permit opera-

tion of a separate 6 volt system for radios, sirens, flasher-lights and other emergency units on vehicles equipped with a 12-volt electrical system.

Two 12-volt, or two 6-volt generators can be teamed in the same fashion to provide more low-speed or idle-speed output for vehicles which do excessive slow-speed driving.

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For further information circle #71 on Readers Service Card

**Keep Your Parking Meters
in Good Condition**

An Equipment Story



Frequently a visitor to your town receives his first impression of the town's efficiency by observing the meter by which he parks his car. If it is out-of-order (as sometimes is the case) he thinks about getting a ticket during the few moments of his stay and is uncomfortable as he goes about his business.

The problem of keeping parking meters in good condition at low cost is faced by many towns and cities throughout our country.

About a year ago, in the City of Morristown, N. J. (which has 800 meters), Superintendent of Public Works George K. Burke and Robert J. Tracey, head of the meter maintenance department conferred with Chief of Police W. J. Mesler about the best way to solve this difficulty. Upon investigation it was learned that other communities were using a new method to clean parking meters. With the approval of Mayor J. Raymond Manahan a modern meter and overhaul shop was set up and a machine which is manufactured by the Zenith Manufacturing Co., was purchased and installed. This machine washes, rinses and dries the meter parts. The Zenith people have developed a new non-toxic cleaning and rinsing solution which has been designed especially for parking meters.

By using this modern, low-cost machine and solutions, the department is turning out overhauled meters at the rate of 15 to 25 each day. The machine is of the same type that is used by jewelers and the finest instrument



Bob Tracy (Left) demonstrates the new Zenith Instro Met machine to Chief W. J. Mesler of Morristown, N. J.

makers for cleaning watches and chronometers. Of course, it is much larger and can take care of the larger meter parts.

The cleaning operation is simple. Place meter and meter parts in the mesh basket and rotate in the cleaning solution for three minutes (or more if necessary) repeat this procedure in tanks two and three which contain a rinsing solution. The next step is to dry the parts over air blown from a heater chamber.

The meter parts come out sparkling and ready for service.

Morristown, like other cities, has found the addition of the Zenith In-

stro Met has meant less service calls, fewer new meters and had added much revenue to the city because of the constant operation of the parking meters.

If you would like more information about this machine contact the manufacturer Zenith Manufacturing and Chemical Co., 82 Beekman St., New York 38, N. Y. Or circle No. 185 on Readers Service Card.

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For further information circle #81 on Readers Service Card



Autopsy on the Office of Coroner

By Judge Irving B. Zeichner

THIS IS THE AGE of specialization for nearly every field of human endeavor including law enforcement, except murder. Investigation into the causes of death where criminal liability may be involved is still vested, in large part, in the ancient office of coroner. And that calls for an autopsy.

Generally speaking, the coroner is under legal obligation to make an examination if reasonable grounds exist to suspect that a deceased died a violent or unnatural death or died suddenly from an unknown cause. Also, as inquiry is required if the deceased died in a prison or other institution, or under circumstances which leave doubt or uncertainty as to the natural cause of death.

When an autopsy is to be performed, at stake may be the life or liberty of a living person. As the Committee on Medicolegal Problems of the American Medical Association has pointed out, only a physician skilled in the science of pathology may perform the post-mortem in a hospital or medical facility. It is strange indeed that only when a dissection is performed in the interest of justice is it frequently entrusted to someone lacking proper qualifications for its conduct.

Not only may the coroner be without medical training or knowledge, but his hastily-summoned jury sometimes fails in dignity and responsibility. It may be little fitted to evaluate the evidence as it may be little fitted to ascertain the cause of death.

The Journal of the American Judicature Society tells of a common practice of Massachusetts coroners which came to public attention in the 1870's. A county coroner found the body of a child floating in the river. He conducted an inquest, obtained his fee, and returned the body to the river. The same procedure was followed by other local coroners downstream.

Reforms have followed with the years but the surface has hardly been scratched. In most states, the only prerequisite for office are age, residence and citizenship. In a very few, the coroner or medical examiner is required to be a licensed medical doctor.

Twenty percent of all deaths in the United States result from violence or occur unexpectedly from obscure causes. Officially recognized as being committed is one murder each year for every ten thousand living persons. Inasmuch as, in many areas, the examination into the causes and circumstances of many deaths is inadequate,

the number of homicides that actually take place or the number of deaths due to accident, suicide or natural causes cannot be estimated.

The medicolegal investigation of sudden death has five standard purposes: protection of the innocent, recognition of murder, recording of accurate medical evidence for civil and criminal courts, protection against public health hazards, and protection against industrial hazards.

A few months ago, this writer had an opportunity to partake of a medicolegal symposium at which a visual exposition of the autopsy art was given by Dr. Richard Ford, Director of the Department of Legal Medicine of Harvard University.

Typical of many cases cited by Dr. Ford was one involving a nine-year-old youngster who was struck by a bus while on his way to school. One wheel left an imprint across his chest. An autopsy revealed that the right rear part of his brain was completely atrophied. The boy had been a victim of tuberculosis meningitis and had less than half his vision. He possibly never saw the bus and probably walked in front of it.

The nature and extent of inquiry is not the least of many factors to be considered. In all cases where a violent death has occurred, forensic pathology, toxicology, psychiatry and immunology all come to be used by competent examiners in meeting the needs of justice.

Despite difficulties envisioned by constitutional barriers to changing the old coroner system, a Model Post-Mortem Examinations Act was drafted by the National Conference of Commissioners on Uniform State Laws. It sets forth the requirements for post-mortem examinations of all human deaths of the types which follow:

- (a) Violent deaths, whether apparently homicidal, suicidal, or accidental, including but not limited to death due to thermal, chemical, electrical or radiational injury, and deaths due to criminal abortion, whether apparently self-induced or not;

- (b) Sudden deaths not caused by readily recognizable diseases;

- (c) Deaths under suspicious circumstances;

- (d) Deaths of persons whose bodies are to be cremated, dissected, buried at sea, or otherwise disposed of so as to be thereafter unavailable for examination;

- (e) Deaths of inmates of public institutions not hospitalized therein for organic disease;

- (f) Deaths related to disease resulting from employment or to accident while employed;

- (g) Deaths related to disease which might constitute a threat to public health.

Analyzing the need for a new approach in establishing what it calls the

(Continued on Next Page)

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For further information circle #26 on R. S. Card

Coroner's Office . (From Page 37)

Office of Post-Mortem Examination, the conference had this to say:

"It is basic to any properly organized medico-legal investigative system that the head of the Office be a person of the highest mental and moral caliber, with the best obtainable professional training in medicine and pathology, devoting full time to his duties and dedicated to the discreet and wholly impartial acquisition of post-mortem evidence. Whenever possible he and his principal assistants should keep abreast of medical advances by affiliation with a medical school and should to the extent of their abilities aid in the development of their professional field by contributions to medical literature and by teaching medical and law students in their special medico-legal field. They should also assist in the more immediately practical task of training police investigators in related techniques of their work."

Regarding the need for laboratories suitably equipped with medical, scientific and other facilities for performing the duties imposed by the model act, the conference commented in part as follows:

"The medico-legal laboratory should be a flexible organization ready and able to handle investigations with all the tools of modern science including

chemistry, microscopy, photography, X-ray, bacteriology and pathology. The laboratory should be able to help direct the course of an investigation by indicating the weapon, vehicle or material to be sought, or to halt a fruitless search for the assailant when it is shown that a death is suicidal or accidental. The most efficient and economical method for the creation of such a laboratory is to combine the personnel and equipment of an adequate police laboratory with those of the medico-legal investigator, not necessarily by consolidation in the same building but by making talent and equipment mutually available. An affiliation with a medical school is desirable in order that the medical personnel of the laboratory be acquainted with modern advances in medicine and so that the specialized knowledge of injury and disease acquired through the work of the laboratory will be made available for the common good."

Dr. Alan R. Moritz, Chairman of the A.M.A.'s Committee on Medicolegal Problems, and an expert in the investigation of ten thousand deaths and hundreds of homicides, has pinpointed in striking fashion the problem of the inexpertness of many coroners. At a recent forum on medical jurisprudence, he told how easy it would be to establish a school for murderers and to furnish such students with three rules for not getting caught.

"One, is that they should have a witness to establish an alibi. Two, is that they should inflict a wound which is not consistent only with commission of a crime. Three, is that they leave the victim's body in a place where it won't excite suspicion."

The time has come for an autopsy on the office of coroner!

LAW and ORDER Awards

(From Page 15)

company will be inscribed on the plaque. No cash payment will be made for the article for we feel the opportunity for the manufacturer to "tell his story" to 8000 law enforcement men is gratifying compensation to him. But an annual wall plaque for the best story will be awarded.

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For further information circle #11 on Readers Service Card

"Why Police Officers in England Don't Carry Guns"

By
Police Constable Dennis Green

EDITOR'S NOTE: The following commentary was sent to Chief Walter W. Smith of Cazenovia, N. Y. Chief Smith is a corresponding friend of Constable Dennis Green and in answer to the question about police and sidearms in England he received this article. Chief Smith knew it would interest us and we feel we should like to share it with our readers.

AS A STRANGER to my country, . . . England, . . . you are sure to ask where the guns are carried in respect to our Police Officers, and whoever you direct such a question to, will show great surprise at such a question ever being asked. The reason being, that our Police have never carried firearms of any description in order to control ordinary public good order, or in effecting the arrest of criminals.

There have been a few isolated cases where firearms have been issued to certain police officers, but it has never been adopted for daily use, and before such weapons can be issued to police officers permission has to be granted from high level officers, and also the reason must be of paramount importance before such permission is given. I aim now to explain just why guns are not carried in England by Officers of the law, but I assure you I have a difficult task.

To find a reason at all, is nearly impossible, as such a question has never been asked by an Englishman, but let us begin by seeking the average views of a English Police Officer. He would never greet a firearm issue with anything but regret, and if such an order was made for such firearms to be worn for use during duty (either on or off duty), such police officer will realise that his position of respect by the majority of the public towards him and his uniform will have finished. On this point, I think the importance of the respect shown to the uniform of a Police Officer is one of the main reasons why arms are not carried. It is always held that it is not what a policeman shows he has done in the line of duty that gets most praise, but the many criminal acts which have been dropped because of the mere sight of a uniformed policeman at or near the scene of proposed crime. It is not because of the possibility of the officer having to use a firearm, but the mere uniform and the law behind such uniform which curbs many criminal tendencies. There is also the feeling that if firearms were put into daily use by Police Officers, the criminal would also begin to carry weapons in order to accomplish crimes and his "getaway." The English law frowns



most harshly on crimes accomplished with the aid of firearms or offensive weapons such as knives, knuckle-dusters, etc., and there is never clemency given to criminals who undertake the use of such weapons.

The uniformed English Policeman however is not "unarmed," but it is seldom that the "arms" issued are ever used except as a last resort, and it is usual that a full explanation has to be given as to why such "weapon" was brought into use. Such weapons, are the truncheon (staff) and a solid pair of wrought iron handcuffs. These two "weapons" are kept from the public sight by being carried in special pockets in the trousers of the uniform. The truncheon is a heavy piece of rounded wood, with a leather loop attached, and the first lesson given to Police recruits is that it must never be used until no other way is found to deal with culprits, and then it must not be used on the culprits head.

The British public have always been unafraid of the Police Officer and always know that if help or advice is required, a policeman is the person who will help them. They know that if a crime has been found, the guilty person will be found out and brought before a court for punishment by the "man in blue"; and that it is by the way the police officer uses his brains, and with persistent enquiries from the public, which will catch the criminals. By this, the public greatly respect the Policeman, more so than if he had recourse to the use of firearms in expressing his certain powers.

The public, as a whole, take the policeman as a helper and not as a person whom one has to be afraid of because of a .45 which shows from his sideholster, and which he can use in order to prevent or to arrest criminals. It is a standing saying amongst most criminals when finally arrested by the policeman, that "It is a fair

(Continued on Page 45)



(Continued from Page 3)

Strictly speaking, what is the meaning of corpus delicti?

A. Corpus delicti means actual commission of a crime and someone criminally responsible therefore.

Q. Does the term corpus delicti apply only to the body of a murdered man, or does it apply to any crime?

A. The term applies to the body of any crime. The body (material substance) upon which a crime has been committed, e.g., the corpse of a murdered man, the charred remains of a house burned down.

Q. What is the general rule relative to the presumption of innocence?

A. It is a cardinal rule of the law of evidence that the defendant in a criminal trial must always be presumed innocent of the crime for which he is indicated until his guilt is proved beyond a reasonable doubt.

Q. Up to what point in a criminal trial does the presumption of innocence extend?

A. The presumption of innocence remains through the trial, and until the jury renders a verdict of guilty.

Q. What is meant by presumption of chastity?

A. That a woman is presumed to be chaste, and the state is absolved from proving a female's chastity.

Q. What is the presumption relative to an infant under the age of seven years, as to capacity to commit crime?

A. An infant under seven years of age is presumed not to have capacity to commit crime.

Q. What is the presumption relative to infants between the ages of seven and fourteen, as to capacity to commit crime?

A. Infants of this age will be presumed to lack criminal intent or guilty knowledge; but the presumption is rebuttable, and intent may be inferred, if the accused understood the nature and consequences of his act.

Q. Are all men presumed to be sane?

A. Yes, until proven otherwise.

Q. Is every person presumed to intend the natural and probable consequences of his actions?

A. Yes, every mentally sound person.

Q. What is the rule of presumption relative to a posted letter reaching its destination?

A. It is presumed to have reached its destination if it is shown that it was written, properly addressed, stamped and mailed.

Q. Can it be presumed that the defendant did the mailing of a letter from the postmark?

A. No, this is not definite proof.

Q. Does evidence showing a telegram was sent to the defendant raise a presumption that the defendant received it?

A. No.

Q. Is it presumed that officers act in accordance with duty and within the scope of their authority when they act as such officers?

A. Yes.

Q. Is every one presumed to know the law?

A. One is presumed to have a knowledge of the law of his state and nation. Laws cannot be disregarded with impunity because of ignorance.

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Speed Timer . . . (From Page 17)

ing which lights the face of the recorder. Arrows five, six and seven indicate the reset and light switch; the start and stop switch; and the far lane-near lane switch. The entire mechanism is held in place, in its $6\frac{1}{2} \times 8\frac{1}{2} \times 3\frac{3}{4}$ steel box with gray crackle finish, by five self taping metal screws.

The equipment has a low drain on the power supply, the recorder mechanism using a maximum 1 1/4 amperes and the dial light drawing 3/10 of an ampere. The unit will also operate on the power supply of a patrol car, via the cigarette lighter outlet on the dash board. The regular model operates on a 6 volt system but a 12 volt unit is available at a very nominal cost.

In the accompanying photograph the pneumatic tube switch housing cover is opened. The left arrow points to the rubber air bellows and plate. The other arrow indicates the small button of the pressure sensitive switch. This button rests lightly upon the large round button in the center of the metal plate of the bellows. A change of air pressure within the tube entering the housing from the left causes the bellows to rise slightly, the pressure sensitive switch completes the circuit via the proper connecting cable to the next switch or to the recorder as the case may be.

Summary

The Muni-Quip Traffic Timer is very satisfactory and shown reasonable care

should more than pay for itself in long and fault-free operation. Care should be exercised to prevent kinks in the control and connecting cables or in the pneumatic tubes as this will hamper proper operation of the equipment. At speeds above 60 MPH the instrument is calibrated for every two miles while below that it is calibrated for each mile. By interpolation, the operator can get indicated accuracy within one half to one quarter mile. Calibrating proved the instrument to be accurate within plus or minus two MPH at all times and at temperatures of minus 20 degrees to plus 50 degrees. Common sense does not recommend operation at temperatures so far below zero for the sake of accuracy and the comfort of the operators. The greatest error occurs at extremely low temperatures and were it not for testing under these extreme conditions there would be little or no error in the equipment. Care must be taken to protect the power supply and keep it warm. Dry cell batteries fail to supply full rated power when it is very cold. It is recommended that it be placed on the floor of the patrol car in front of the heater.

The Muni-Quip Corporation is to be commended for the quality of their product which through its successful operation permits better enforcement of traffic laws thus making the highways safer for the law abiding citizenry.

Rockland State . . . (*From Page 10*)

made through the Civil Service Commission and the names and results are sent to both the Director and Chief Kennedy. After an interview with the chief the candidate is recommended to Dr. Stanley who makes the appointment.

Chief Kennedy has had the opportunity of observing how the police work in France and in England. He is constantly alert to new developments in equipment and methods in police work and keeps abreast of the times by attending courses conducted by the FBI in the county and by reading and studying. He is proud of the fact that nearly all of his men have attended night courses given by the FBI and that his firemen have attended the county fire school.

His office contains a fine collection of old firearms and many mementos of his days in service during World War II. His department is friendly and reflects the warm personality of their chief.

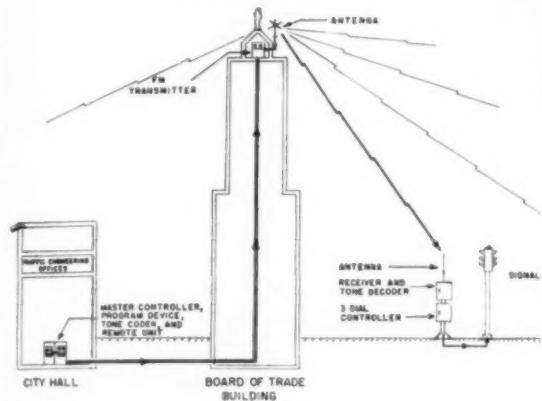
Uniform Tickets . . . (From Page 9)
our reproduction of this ticket in LAW AND ORDER. The areas printed in black in our reproduction appear in green on the real ticket. These colors help to make the information filled out by the officer more readable and sharp in contrast to the printing. EDITOR.



Congestion Problem (From Page 7)

Electronic control can be expanded rapidly and easily. In many locations, installation of receiving equipment at intersections is all that is needed to radio-coordinate signals. And the inconveniences and serious disruptions of traffic which took place when trenches were being dug to accommodate conduits for cable-coordination are eliminated.

As a result, although Chicago will continue to operate the existing cable system which coordinated traffic at



78 downtown intersections, new control units will probably be radio-coordinated.

According to Michel, after the test period during which the new coordination system has been examined, the city hopes to extend electronic control to some of the 1300 city intersections presently equipped with stop-and-go lights. Only intersections of heavily unbalanced traffic would be involved in the new system.

The present population growth pattern in Chicago indicates intersections needing traffic lights will probably double in the next five years. As a result, Traffic Engineer Michel estimates it might be worthwhile to have lights at about 450 intersections in the radio network by 1961.

Other plans for the future include the use of radio-controlled speed limit signs which can be changed to meet the demands of traffic and weather conditions.

How was the present system put into effect? The biggest problem facing Chicago traffic engineers and police once the idea was formulated, was to get a permit from the Federal Communications Commission. It took two years of persuasion and three applications before the FCC finally granted Chicago's request for a station license to transmit radio signals. The Commission was obliged to make a special ruling establishing a new channel on 27.255 megacycles for traffic control purposes.

While FCC was considering the city's request, traffic engineers were contacting electronic firms in an attempt to discover one which could custom-build the equipment necessary for the watchdog system. When FCC

(Continued on Next Page)



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For further information on Speed Graphic and Stroboflash see your local Graflex dealer or write for new folder on Police Photography: Dept. LO 66, Graflex, Inc., Rochester 8, N. Y.

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Congestion Problem (From Page 43)
granted the city a license, General Electric Company's electronic department went to work. They perfected the Master Controller, Master Tone Coder and Radio Transmitter now located in City Hall. Radio Receivers, Tone Decoders, and Intersection Controllers were adapted to the control mechanisms on existing traffic signals.

On November 15, 1955, three years after the system was first formulated, it went into operation.

The radio-coordinated signal system is not a cure-all for congestion but Chicago police report it's a satisfactory start.

"The efficiency with which any traffic signal system permits traffic to move depends on a number of factors," police say. "These include traffic capacity of the roadway, spacing between signals, variations in traffic volumes, pedestrian movements, turning movements, parking, weather and road conditions."

Few if any of Chicago's 1300 traffic signals operate under ideal conditions. Many thoroughfares lack sufficient capacity, signals are irregularly spaced, traffic volumes fluctuate severely, and improper parking is prevalent.

However, while traffic administrators believe all these faults can't be improved by signals alone, congestion can be reduced substantially by wider use of a flexible signal control system such as the one now being pioneered on LaSalle Street.

Page 43
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Chiefly Chatter..... (*From Page 32*)

police headquarters building replaced. The present aging, red brick structure cannot hold all the police activities, and some must be housed in other buildings. The new police headquarters building would end this situation. Another desire of the chief's is to add a considerable number of men to the city's foot patrol.

Recent improvements in the department's facilities include the expansion of the police lab, which now includes a new microscope and spectrograph. An aid to the department, as well as to the general public, has been the replacement of the old telegraph fire alarm system with the new telephone Emergency Reporting System, which is adaptable for any emergency use.

Chief Kelly's reasons for entering the law enforcement field are several. Along with the common motives of security, interest and permanence, the chief cited a very seldom heard but quite accurate reason for his choice. He said that law enforcement is one of the few fields where a man can be of great benefit to his fellow man without being required to have a college degree.

As far as his family's attitude toward his profession is concerned, Chief Kelly said they are much more favorably inclined toward it than when he was constantly working nights. The chief has four children, two of whom are married, and also six grandchildren.

Chief Kelly was officially promoted to detective on May 1, 1944, and exactly eleven years later was appointed chief. His intermediate promotions were: Lieut. Instructor, June 1, 1945; Captain of Uniformed Patrol, December 30, 1949; Deputy Chief, December 16, 1951; First Deputy Chief, October 7, 1954; and finally to Chief on May 1, 1955.

English Police..... (*From Page 40*)

"cop," and it is just that, no firearms have been employed to make such a "cop." Quite recently however amongst criminals mainly around London, the use of firearms in crimes have been resorted to, but the Police Officers engaged in the arrest of these criminals were not armed. The criminals were arrested after two Police Officers were wounded, but there has been no question as to the arming of Police Officers, and in the minds of the public the incident was just another good piece of work by the British Policeman.

Well I have endeavoured to prove just why "Police Officers in England don't carry guns," but believe me when I add that it is a hopeless task to explain something which has never been brought into focus before, and I hope that the reading of the above is not too illusive to grasp.

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From the Editor

EVERY YEAR the output of the automobile industry seems to exceed the preceding year. A look at the Sunday traffic would convince a stranger that America is an extremely wealthy country for the majority of cars on the road are recent models—made within the last five years.

With each year also comes a new crop of drivers. Many of these new licensees have had the advantage of studying driver's education as part of their high school curriculum. In spite of all these factors, the casualty rate continues upwards.

Researchers tell us that there have been more people killed in traffic accidents than the combined total of Americans killed in all wars fought since 1775. Last year the statistics read 15,730 deaths in traffic accidents. The Travelers Insurance Co. of Hartford says that one fifth of these happened on Saturday.

We've been thinking about this subject and have been hoping for a staggering brainstorm which would sweep across the nation bringing a sudden halt to all this senseless killing. Nothing has come our way—yet. Engineers are making safer roads, manufacturers are building safer cars, educators and Insurance Companies are spending millions on

LEE E.
LAWDER
Editor



safety campaigns and even our President has designated a special S-D Day. Everything possible is being done to make the citizen aware of his responsibility.

Now here is an idea! If we could inaugurate a course in our schools in "patience and courtesy" and spend as much time as we do teaching Motor Vehicle law, the accident rate would surely decline.

Both of these "virtues" would add to an individual's self control—so in addition to helping reduce highway tolls it would help him in his everyday life. Who knows, it might even do away with "heart trouble." A person who exercises patience is bound to be "cool and collected." A cool and collected type of fellow seldom gets into trouble.

Of course these thoughts border on the fantastic for we know it is tritely said "that you can't change human nature" but if we never visualize Utopia we won't ever strive for anything better. And changing human nature is sometimes a very good idea!

Random Shots:

We received a letter from Chief H. M. Benethum of Shaker Heights 20, Ohio in which he says that his city has "on hand approximately 200 parking meters for which they have no further use. These meters have been in service for five years and are in good repair." If any town is interested in having them they can be bought at a reasonable price. Get in touch with the chief, it might be to your mutual advantage.

We congratulate Howard R. Leary of the Philadelphia Police Department on his promotion to Deputy Police Commissioner. He joined the department as a patrolman April 15, 1940 after graduating from Temple University. He has been greatly responsible in initiating a new communication system and for revitalizing the central records and new criminal identification unit.

In a press release the Civil Service Assembly mentions that the City of San Antonio, Texas has hired eight women to patrol parking meters in the downtown area and to issue tickets for overtime parking. In addition to these duties they will act in the capacity of public relation's officers by supplying information to tourists about bus schedules and tourist attractions. They are called "Parking Hostesses."

In the April issue we mentioned that Chief Carl Mezo of Festus, Mo. didn't have a fatal accident in his town for the past six years. This statement brought a note from Chief Harlan Eldridge of Christopher, Ill. that his town although much smaller (3,500 pop.) is situated on two major State Highways and "we have not had a fatal accident in the past 23 years." Can you top this?

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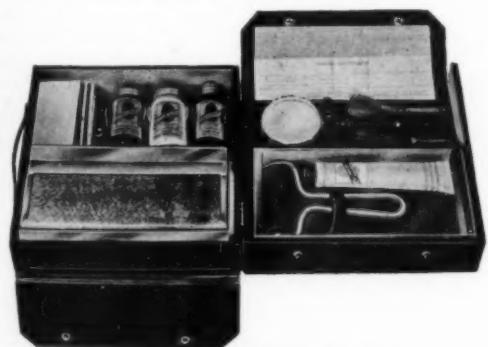
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